ILLINOIS STATE
ARCHAEOLOGICAL SURVEY
PRAIRIE RESEARCH INSTITUTE

Central Offices
23 Stadium Drive • Champaign, IL 61820
T 217-244-4244 • F 217-244-7458
www.isas.illinois.edu

To: Brad Koldehoff, Chief Archaeologist, IDOT
From: Dr. Thomas E. Emerson, Director, ISAS
Date: 14 November 2013
RE: Illiana Expressway, B3 Corridor, NRHP Eligibility for Archaeological Sites
IDOT Sequences: 16651A, 16651B, 16651C, DEIS Alternatives and Design Options, and Parsons-Brinkerhoff Footprint
Cc: Dale McElrath, Dr. Brian Adams, Wendy French Smith

Introduction

Phase I field investigations for the Illinois portion of the Illiana B3 preferred alignment were initiated June 5, 2012 by Illinois State Archaeological Survey (ISAS) personnel. Since then, the scope of the investigations was broadened to cover areas within Illinois Department of Transportation (IDOT) Environmental Survey Request (ESR) Addendum B, Addendum C, and 3 Alternative routes and 5 Design Options. Survey efforts focused on two types of landscapes – those areas within the projected archaeological high-probability areas (primarily stream valleys) and those areas within the most recent proposed Illiana Expressway Footprint and DEIS Alternatives provided by project planners at IDOT and Parsons-Brinckerhoff. The goal of the survey is to identify archaeological sites that warrant consideration for the National Register of Historic Places (NRHP), pursuant to Section 106 of the Nation Historic Preservation Act of 1966, as amended.

This preliminary report summarizes the methods and results of the archaeological field survey and laboratory analysis completed by ISAS since project initiation on June 5, 2012. The results are organized by project corridor addendums, in order of submittal to ISAS, with corresponding data tables. The summary includes NRHP eligibility recommendations, and remarks about cemeteries and Will County landmarks. Two sets of maps accompany this report. Both sets display archaeological sites recommended for further work, archaeological high probability areas, and areas where survey has been completed. Map Set A illustrates ESR boundaries for the first four ESR's submitted to ISAS that include (IDOT Sequence # 16651A (Original B3 ESR), IDOT Sequence # 16651B (Addendum B), IDOT Sequence # 16651C (Addendum C), and the Proposed Illiana Expressway Footprint (via Parsons-Brinckerhoff). Map Set B displays the 3 DEIS Alternatives and 5 Design Options provided to ISAS on July 23, 2013, along with the ESR boundaries for the largest and most inclusive of the Addendums provided to date (Addendum C). A symbol key is located on the first page of each map set and each map has its own scale and north arrow.

Methods

Field Methods

Areas within the study corridor were surveyed following standard IDOT/ISAS methods. Pre-field research comprised consultation of a number of resources including, but not limited to: the state site files (for previously recorded sites), regional prehistoric and historic cultural overview studies, soil and geologic surveys, historic aerial photographs, historic USGS quadrangles, Public Domain land tract sales records, published nineteenth century

county histories, General Land Office survey plats, nineteenth and early twentieth century plats, and Will County Rural Structural Surveys. Small portions of the project area have been previously surveyed. However, ISAS personnel resurveyed these areas to ensure data comparability. In many instances, reexamination of previously surveyed areas resulted in the expansion of known site boundaries or the collection of diagnostic material that allowed placement of some previously recorded sites into a specific cultural period.

Areas with sufficient ground surface visibility (>25%) were investigated via pedestrian survey conducted in 3–5 m intervals. The area surrounding each positive find spot was further inspected via pedestrian survey at 1-2 meter intervals in order to recover additional cultural materials and define site boundaries. A hand-held global positioning system (GPS) data recorder was utilized to record site limits, as well as any artifact concentrations or surface features. The locations of diagnostic artifacts were also recorded with the GPS. All prehistoric material was collected. All historic material, with the exception of brick and limestone (which was sampled), was collected. Large surface artifact assemblages from historic sites were inventoried and left in the field; however, diagnostic items and samples of artifact classes were collected from these site types.

Where ground surface visibility was less than 25%, investigations were conducted via shovel test survey with shovel tests excavated at 5, 10 or 15-meter intervals (no greater than 15m intervals). Shovel tests were excavated at least 10 cm into culturally sterile subsoil. All sediments were dry screened through 0.25-inch hardware mesh to collect any cultural materials. Information on sediment profiles was recorded for at least one shovel test on each parcel; sediment profiles were documented for all shovel tests yielding cultural material. Additional shovel tests were excavated at 5-meter intervals, in each of the cardinal directions, around each positive shovel test in order to recover additional cultural material and define site boundaries. The location of all positive shovel tests, associated surface features, and site boundaries were recorded with a hand-held GPS. Artifact collection followed the same guidelines as described above for pedestrian survey.

“Sites” were defined as bounded locations containing two or more individual artifacts; if found singly, diagnostic prehistoric artifacts were assigned a site designation as well. Artifact scatters separated by 50+ meters were deemed separate sites. Pertinent site information such as distance from recognizable landmarks, ground cover, visibility (%), topography, nearest water source, survey method, collection technique, any disturbance to the site, survey date, and cultural affiliation (if readily apparent from the diagnostic artifacts) were recorded at the time of discovery.

Lab Methods

Prehistoric and historic artifacts collected during survey were washed, labeled, and curated by ISAS personnel at the Northern Illinois Field Station (NIFS) offices in Loves Park, Illinois, following standard IDOT/ISAS procedures. Prehistoric diagnostic artifacts were compared to others found in the region to determine a general cultural affiliation and age. Complete artifact assemblage information and location were plotted in a GIS and were cross-referenced with geographical and geologic data including elevation, distance from water, soil type, and past and present land use. The nature of historic artifact assemblages was cross-referenced with comprehensive land use histories for each site, gathered from primary archival documents (e.g., original Public Domain land sales, nineteenth and twentieth century plats, historic aerial photographs, federal and state census records). This information along with artifact data was used to make preliminary evaluations of potential site significance and integrity, as well as the nature of any recommended additional site investigations.

Survey Results

IDOT Sequence # 16651A (Original B3 ESR)

The original B3 ESR boundary is 12,229 acres; 1,500 (12.3%) of those acres are disturbed or not surveyable because of previous residential or commercial development, are on state or federal property (DNR, Midewin), or comprise open water. The attached sketch map set (A) identifies this corridor as a black, bold, dashed line. To date, 5,716 acres or 46.7% of the ESR has been surveyed, with 41% of the ESR still requiring survey (Table 1). There are 3,635 acres of high probability area within this corridor, of which 1,607 (44%) still require survey (Table 2). There are 49 previously recorded sites within the original B3 ESR, 22 of which have been revisited. We have located 198 new archaeological sites within this ESR corridor including prehistoric and historic sites (Table 3).

There are 54 prehistoric and/or historic sites that will need further archaeological investigation within the original

B3 ESR boundary. Each site is listed in Table 5 with its corresponding temporal and locational information and level of recommended work. There are 32 prehistoric, 4 mixed, and 18 historic sites that require further archaeological investigation.

IDOT Sequence # 16651B (Addendum B)
We received new ESR boundaries for Addendum B on March 14, 2013. Addendum B includes an additional 3,425 acres resulting in a 15,654 acre ESR. The attached sketch map set (A) identifies this ESR boundary with a bold, pink dashed line. To date, 6,022 acres (38.5%) of Addendum B have been surveyed; 10% is disturbed or non-surveyable and 51.8% still require survey (Table 1). There are 4,451 acres of high probability area within Addendum B, of which 2,255 (50.7%) still require survey (Table 2). There are 59 previously recorded sites in the Addendum B ESR, 23 of which have been revisited. We have located 227 new sites within Addendum B including prehistoric and historic sites (Table 3).

There are 62 prehistoric and/or historic sites that will need further archaeological investigation within Addendum B. Each site is listed in Table 5 with its corresponding temporal and locational information and level of recommended work. There are 39 prehistoric, 4 mixed, and 19 historic sites that require further archaeological investigation.

IDOT Sequence # 16651C (Addendum C)
We received new ESR boundaries for Addendum C on June 11, 2013. Addendum C includes an additional 4,896 acres to the original B3 ESR, resulting in a 17,125 acre ESR. The attached sketch map set (A) identifies this ESR boundary as a bold, yellow dashed line. To date we have surveyed 6,170 (36%) of Addendum C; 9% is disturbed or non-surveyable, and 54% still require survey (Table 1). There are 4,652 acres of high probability area within Addendum C, of which 51.5% still require survey (Table 2). There are 64 previously recorded sites within Addendum C, 23 of which have been revisited. We have located 237 new sites within Addendum C including prehistoric and historic sites (Table 3).

There are 65 prehistoric and/or historic sites that will need further archaeological investigation within Addendum C. Each site is listed in Table 5 with its corresponding temporal and locational information and level of recommended work. There are 42 prehistoric, 4 mixed, and 19 historic sites that require further archaeological investigation.

Proposed Illiana Expressway Footprint (via Parsons-Brinckerhoff)
We received boundaries of the proposed Illiana Expressway Footprint from Parsons-Brinckerhoff on May 23, 2013. The refined corridor is roughly 400' wide and does not include large sections of the original ESR located in and around Wilmington, IL as well as those located in and around Peotone, IL. The attached sketch map set (A) the boundary is represented as a transparent purple area outlined in a bold, black line. The refined corridor is 2,928 acres in area and to date we have surveyed 1,577 acres (53.9%); 1% is disturbed or non-surveyable, and 45% still require survey (Table 1). There are 750 acres of high probability area in the refined corridor, of which 36.8% still require survey (Table 2). There are 13 previously recorded sites within the refined corridor, 4 of which have been revisited. In all, 93 new sites were located within the refined corridor (Table 3).

There are 23 prehistoric and/or historic sites that will need further archaeological investigation within the Illiana Expressway Footprint. Each site is listed in Table 5 with its corresponding temporal and locational information and level of recommended work. There are 13 prehistoric, 3 mixed, and 7 historic sites that require further archaeological investigation.

DEIS Alternatives and Design Options
ISAS received ESR boundaries for 3 alternative routes with 5 separate design options on July 23, 2013. The alternative routes closely mimic the Proposed Illiana Expressway Footprint provided by Parsons-Brinckerhoff on May 23, 2013, with some slight deviations throughout the corridor, most notably extensions for access roads. The five design options are located primarily in Section 19 of Wilmington Township and consist of potential on-ramps and access points to the proposed Expressway. DEIS alternatives and design options are illustrated in a second set of sketch maps labeled (B) for clarity. The key on the title page denotes the symbols for each alternative route and design option. Survey totals and number of recommended sites are listed in Table 4 below.

Recommendations for NRHP Eligibility

Habitation Sites

There are no recorded archaeological sites within any of the project areas that are listed on the National Register or that have been previously determined eligible for the National Register. However, further investigation of 64 sites is recommended in order to evaluate these sites for NRHP eligibility. **Most of the prehistoric sites appear to be ancient Native American habitation and/or resource procurement areas; most of the historic period sites represent Euro-American habitation areas (farmsteads), but a few early commercial properties are also represented. These site types are important for the information they may contain about the prehistory and history of the region. Given the current information available about the sites, none warrant preservation in place.**

The level of effort needed for appropriate site evaluation varies by site type; investigative levels are assigned to archaeological sites listed in Table 5, and are defined as:

A. Intensified Surface Collection. This method will be used for primarily Archaic period sites containing tools and/or diagnostic material, along with debitage, found in upland settings in agricultural fields with greater than 25% visibility. It is unlikely that these sites contain subsurface features; however, these sites may contain additional surface material important to our understanding of this broad prehistoric period.
B. Shovel Testing in farmstead yards and mapping of historic structures or structural remains. In most instances, ISAS has documented and evaluated those portions of historic farmstead sites located in agricultural fields surrounding extant farmsteads, but has not as yet had the opportunity to document and evaluate the archaeological components (if present) of the associated farmstead yards.
C. Geomorphological Assessment. This method will be required in areas where there is a high probability of deeply buried archaeological deposits. Deeply buried deposits have the potential to provide sorely needed faunal and flora data and intact context which allows for better dating and understanding of the evolution of prehistoric social behavior.
D. Machine Assisted Plow-Zone Removal. This investigative technique is used in many cases after a geomorphological assessment and is primarily used on prehistoric and historic sites located in agricultural field contexts in order to expose (if present) intact subsurface features.
E. Hand Excavated Units. This method will be used to investigate prehistoric and historic subsurface deposits in wooded areas and/or pastures where the use of heavy machinery is not appropriate and/or where the landscape is not disturbed. Hand excavation allows for careful study of stratigraphy and artifact distribution and is the primary way archaeologists obtain information from intact subsurface deposits.

Cemeteries

There are no known prehistoric mounds or burial sites located within the project limits. A single unregistered historic period Euro-American cemetery (11WI3989; Dwyer Cemetery) is located within the limits of the Original ESR, Addendum B, and Addendum C. The Dwyer Cemetery is an old family cemetery located in the western portion of the project area near Wilmington. According to the Will County Rural Historic Structures Survey, the Dwyer Cemetery is an unregistered family plot composed of three headstones. ISAS crew located the cemetery roughly 1200 meters east from the intersection of E Frontage Rd and Widows Rd, and 30 meters south of Widows Rd. The cemetery is located within ESR Addendums A, B, C, but roughly 240 meters north and outside of the Expressway Footprint (Map Set A). It is not presently known if additional graves are located within the limits of the cemetery. The three headstone are marked: Michael Dwyer, September 29, 1851-1881; James Dwyer July 23, 1852, aged 8 months; and Cornelius Dwyer 1833-1850. **The Dwyer Cemetery site warrants in-place preservation, and thus, impacts to the site should be avoided.**

Will County Historic Landmarks

The study area contains seven properties identified by the Will County Historic Commission as either eligible for or already listed as Will County Historic Landmarks, with a number of these properties noted for their association with important events and/or people, in addition to their significant and well preserved architectural characteristics. These properties include, the ca. 1865 *Luther Farmstead*, ca. 1873 *Bowen Farmstead*, ca. 1890 *George Markert House*, ca.

1860 *Stone Farmstead*, ca. 1870 *Andrew Markert House*, ca. 1875 *Osborne Farmstead*, and ca. 1895 *Solders' Widows Home*. These properties may also retain significant intact archaeological components. Two additional properties noted as significant by the Historic Commission are also located within the study area – the ruins of a mid-nineteenth century commercial brewery property (*Markert Brewery*) and the small mid-nineteenth historic family cemetery described above (*Dwyer Cemetery*). If impacted by the project, these landmarks will require archaeological investigations to evaluate their information potential.

Tables 1-5

Table 1. Survey Totals per ESR request

Corridor	Total Acres	Ped or ST Surveyed	Disturbed Areas	DNR	Survey Remaining
Original B3 Corridor	12229	5,716	600	900	5,013
	% of Total	46.7%	4.9%	7.4%	41.0%
Addendum B	15654	6022	620	900	8112
	% of Total	38.5%	4.0%	5.7%	51.8%
Addendum C	17125	6170	680	900	9375
	% of Total	36.0%	4.0%	5.3%	54.7%
Refined Corridor	2928	1577	27	0	1324
	% of Total	53.9%	0.9%		45.2%

Table 2. Survey Totals in High Probability Areas per ESR Request

Corridor	Acres of Hi Prob	Hi Prob. Svyd	Hi Prob Dist/No Survey	Hi Prob Survey Remaining
Original B3 Corridor	3635	1478	550	1607
		40.7%	15.1%	44.2%
Addendum B	4451	1626	570	2255
		36.5%	12.8%	50.7%
Addendum C	4652	1626	630	2396
		35.0%	13.5%	51.5%
Refined Corridor	750	464	10	276
		61.9%	1.3%	36.8%

Table 3. Archaeological Site Summary per ESR Request

Corridor	New Sites	Prev. Rec. Sites	Revisited Pr. Rec. Sites	Recommended for further work
Original B3 Corridor	198	49	22	54
Addendum B	227	59	23	62
Addendum C	237	64	23	65
Refined Corridor	93	13	4	23

Table 4. Survey and Site Summary for DEIS alternatives and design options

Corridor	Total Acres	Ped or ST Surveyed	Recommended for further work
Alternative 1	4383	1639	21
	% of Total	37%	
Alternative 2	4303	1570	22
	% of Total	36%	
Alternative 3	4507	1574	23
	% of Total	35%	
Design Option 1	370	241	4
	% of Total	65%	
Design Option 2	385	231	2
	% of Total	60%	
Design Option 3	376	233	2
	% of Total	62%	
Design Option 4	341	210	2
	% of Total	62%	
Design Option 5	360	247	2
	% of Total	69%	

Table 5. Recommended Sites with Corresponding I.D. Numbers and Location Information

Addendum Codes: A=Addendum A; B=Addendum B; C=Addendum C; and F=Expressway Footprint;
Alt # =Alternative Route #; Opt # = Design Option #; P=Prehistoric; H=Historic

IAS #	Field #	Prehistoric	Historic	Level of Work	Addendum	Map Page #
8*		Y		P = (E)	A,B,C	0
107		Y		P = (A, E)	A,B,C,F,Alt 1,2,3	1
232		Y		P = (A)	A,B,C	7
2137	210	y		P = (A)	A,B,C,F,Alt 1,2,3	5
2139	217	y		P = (A)	A,B,C,Alt 1	5
2147	177	y		P = (A)	A,B,C,F,Alt 1,2,3	6
3529		Y		P = (A, E)	A,B,C	3
3625		Y		P = (E)	A,B,C	0
3627		Y		P = (E)	A,B,C	0
3628		Y		P = (E)	A,B,C	0
3771	10		Y	H = (A, D)	A,B,C	3
3772	14		Y	H = (B)	A,B,C	1
3774	17	Y	Y	P = (A) H = (B)	A,B,C	3
3778	29		Y	H = (B)	A,B,C	3
3779	32		Y	H = (B)	A,B,C,Alt 1	4
3780	34	Y	Y	P = (A, D) H = (A, D)	A,B,C,F,Alt 1,2,3	4
3783	41	Y		P = (A)	A,B,C	4
3784	42		Y	H = (B)	A,B,C,F,Alt 1,2,3	4
3786	45	Y	Y	P = (A) H = (A, D)	A,B,C,F,Alt 1,2,3	4
3790	57		Y	H = (B)	A,B,C,F,Alt 1,2,3,Opt 1,2,3,4,5	3
3801	20	Y		P = (A)	A,B,C	3
3803	22	Y		P = (A)	A,B,C,F,Alt 1,2,3	3
3814	55	Y		P = (A)	A,B,C	3
3823	73		Y	H = (A, D)	A,B,C	5
3826	76		Y	H = (A, D)	A,B,C	5
3835	87	Y		P = (A)	A,B,C	10
3836	88	Y		P = (A)	B,C	10
3838	90		Y	H = (B)	A,B,C,F,Alt 1,2,3	6
3844	97		Y	H = (A, D)	A,B,C,F,Alt 1,2,3	4
3847	111		Y	H = (B)	A,B,C,F,Alt 1,2,3	6
3849	114	Y		P = (A, D)	A,B,C	9
3864	135	Y		P = (E)	A,B,C	1
3872	49	Y		P = (A)	A,B,C	3
3873	59	Y		P = (A)	A,B,C,F,Alt 1,2,3,Opt 1,2,3,4,5	3
3876	150		y	H = (B)	A,B,C	1
3884	104	Y		P = (A)	A,B,C	4
3885	107		Y	H = (B)	A,B,C	1
3891	4	Y		P = (A,C,D)	A,B,C,Alt 1,2,3	1
3892	48	Y		P = (A)	A,B,C	3
3897	201	y		P = (A)	C,F,Alt 2,3	5

3915	157		y	H = (B)	A,B,C	5
3916	158		y	H = (B)	A,B,C,F,Opt 1	2
3921	163		y	H = (B)	B,C,F,Alt 1,2,3	8
3922	164	y		P = (A)	B,C	8
3931	173	y		P = (A)	B,C	8
3932	174	y		P = (A)	A,B,C,F,Alt 1,2,3	7
3939	182	y		P = (A)	A,B,C	7
3940	183	y		P = (A)	A,B,C,F,Alt 1,2,3	7
3951	194	y		P = (A)	A,B,C,F,Opt 1	2
3953	196	y		P = (A)	C,F,2,Alt 3	5
3956	199	y	y	P = (A) H= (D)	A,B,C,F,Alt 1,2,3	5
3957	200	y		P = (A)	C,F,Alt 2,3	5
3966	211	y		P = (A)	A,B,C,F,Alt 1,2,3	6
3970	215	y		P = (A)	A,B,C	5
3975	225	y		P = (A)	A,B,C,F,Alt 1,2,3	9
3978	228	y		P = (A)	A,B,C	9
3981	232	y		P = (A)	A,B,C	9
3986	237		y	H = (A)	A,B,C	9
3989	240		y	H = (H)	A,B,C	1
3993	244	y		P = (A)	B,C	10
3996	248		y	H = (B,E)	A,B,C,Alt 3	1
3997	249	y		P = (A)	B,C	10
3998	250	y		P = (A)	B,C	10
3999	251	y		P = (A)	B,C	10
4004	256	y		P = (A)	A,B,C	7

***State site file number, prefix 11WI-**

Section 106 Effects Assessment Report

Will County, Illinois
Lake County, Indiana

Prepared For:

Illinois Department of Transportation

Indiana Department of Transportation

Prepared By:

Parsons Brinckerhoff

December 2013

K-2876

Table of Contents

List of Tables

List of Figures

List of Appendices

THIS PAGE INTENTIONALLY LEFT BLANK

Executive Summary

This Effects Assessment Report documents the methodology and draft assessment of effects to above-ground resources as part of the Section 106 process of the Illiana Corridor Tier Two studies. The information available regarding archaeological resources that may be affected by the proposed project is not sufficient to determine if there are adverse effects to significant cultural resources. Further review and evaluation will be necessary to identify archaeological resources and assess effects to below-ground archaeological resources beyond the publication of the Tier Two Environmental Impact Statement (EIS) and Record of Decision (ROD). The Illinois Department of Transportation (IDOT) and Indiana Department of Transportation (INDOT) will coordinate with the Federal Highway Administration (FHWA), the Illinois and Indiana State Historic Preservation Officers (SHPO), Native American tribes, and other consulting parties to develop appropriate mitigation measures if there are adverse effects to archaeological resources. A Programmatic Agreement (PA) will be developed and executed prior to the Tier Two ROD to describe the process to continue identification of historic properties and mitigation of adverse effects, if necessary, beyond the Tier Two ROD.

FHWA is seeking consulting party, public, and Illinois and Indiana SHPOs comments on the effects assessment to historic properties during the Draft Environmental Impact Statement (DEIS) public comment period. Because a PA will be necessary to phase further archaeological work after the NEPA process is complete, FHWA will notify the Advisory Council on Historic Preservation (ACHP) of the adverse effect determination and its intent to prepare a PA. The notification will occur after the public comment period. FHWA will work with IDOT, INDOT, the Illinois and Indiana SHPOs, and consulting parties to develop a PA to resolve adverse effects, which will be included in the Final Environmental Impact Statement (FEIS).

The Illiana Corridor is a proposed bi-state, limited-access, east-west highway located within an approximately 2,000-foot wide, 47-mile long corridor with a western terminus at I-55 just north of the City of Wilmington in Illinois and an eastern terminus at I-65 approximately 3 miles north of State Route (SR) 2 in Indiana. Within the 2,000-foot wide selected corridor, three mainline alternatives, two interchange design options at I-55, and six interchange design options at IL-53 are being analyzed. In Section 3 of the overall corridor, the three mainline alternatives were revised to avoid and minimize impacts to the John P. Lynott Summer House and other historic properties in the vicinity of the Kankakee River. Each alternative roughly follows the same route with some variations.

The NRHP-listed and eligible historic properties located within the Area of Potential Effects (APE) are (listed from west to east):

- Survey ID #138 Rodney Bowen House
- Survey ID #17 John P. Lynott Summer House

- Survey ID #53 Stone Farmstead
- Survey ID #54 Andrew Markert House
- Survey ID #160 Eagle Hotel
- Survey ID #159 Downtown Wilmington Historic District
- Survey ID #13 Alternate Route 66, Wilmington to Joliet
- Survey ID #167 Howard Hyde House
- Survey ID #182 John R. Baskerville Farmstead
- Survey ID #451 Peotone Mill
- Survey ID #340 Will County Fairgrounds
- Survey ID #416 2444 West Corning Road
- Survey ID #440 Beecher Mausoleum
- Survey ID #72 Cutler Farm
- Survey ID #235 Kingsbury-Doak Farmhouse

Potential adverse effects to one above-ground historic property have been identified with IL-53 Design Option 1. The proposed project would cause direct and adverse effects to Alternate Route 66, Wilmington to Joliet under IL-53 Design Option 1, while the three alternatives and IL-53 Design Options 2, 3, 4, 5, and 6 will have no adverse effect to the historic road. In the selection of the Illiana Corridor Preferred Alternative in the Tier Two Draft Environmental Impact Statement (DEIS), Design Option 1 has been dismissed from further consideration as an interchange option for the Illiana Corridor and is not recommended to be carried forward because there are feasible and prudent alternatives that avoid Alternate Route 66 and do not have an adverse effect to the historic road.

Based on FHWA's preliminary Section 106 effect determinations, Alternatives 1, 2, and 3 will have no adverse effect to the John P. Lynott Summer House, Stone Farmstead, Andrew Markert House, John R. Baskerville Farmstead, and 2444 West Corning Road. Alternatives 1, 2, and 3 will have no effect to the Rodney Bowen House, Eagle Hotel, Downtown Wilmington Historic District, Howard Hyde House, Peotone Mill, Will County Fairgrounds, Beecher Mausoleum, Cutler Farm, and Kingsbury-Doak Farmhouse. Therefore, the FHWA has made a preliminary effect determination that the Illiana Corridor would have **no adverse effect** to historic properties.

1.0 Introduction and Description of Undertaking

This report documents the draft assessment of potential project effects to historic properties listed in and eligible for inclusion in the National Register of Historic Places (NRHP) that are located in the selected corridor's Area of Potential Effects (APE) and required for compliance with Section 106 of the National Historic Preservation Act of 1966 (NHPA) as amended (16 USC 470 et seq.) as part of the environmental review process of the Illiana Corridor Tier Two study. The Illiana Corridor is a proposed bi-state, limited-access, east-west highway located within an approximately 2,000-foot wide, 47-mile long corridor with a western terminus at I-55 just north of the City of Wilmington in Illinois and an eastern terminus at I-65 approximately 3 miles north of State Route (SR) 2 in Indiana.

Because the Federal Highway Administration (FHWA) may provide funding for the proposed project and interstate access approvals and permits will be required, the project is a federal undertaking and is subject to compliance with the NHPA and its implementing regulations (36 CFR 800). Specifically, Section 106 of the NHPA requires FHWA to take into account the effects of its undertakings on historic properties and afford the Advisory Council on Historic Preservation (ACHP) and consulting parties a reasonable opportunity to comment on the undertaking. Historic properties are defined in 36 CFR part 800.16(1)(1) as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion, in the NRHP." Information on the historic properties investigations for built resources and landscape features in the Illiana Corridor APE is described in Section 2.0 and included in the following reports:

- *Historic Property Report for Lake County, Indiana* (May 15, 2013);
- *Historic Property Report for Corridor B3 in Will County, Illinois* (July 9, 2013);
- *Historic Property Report for Area of Potential Effects in Will County, Illinois* (July 16, 2013)
- *Historic Property Report Addendum for Corridor B3 at I-65 in Lake County, Indiana* (August 22, 2013); and
- *Historic Property Report Addendum for Corridor B3 in Will County, Illinois* (August 28, 2013).

The archaeological investigations are described in separate reports.

1.1 Selected Corridor

The National Environmental Policy Act (NEPA) process for the Illiana Corridor is being conducted in two steps or "tiers" that build upon one another. It is also being completed concurrently with the Section 106 process.

The combined Tier One EIS/ ROD was prepared in January 2013 to resolve issues regarding the transportation mode, facility type, and general location. The Tier One EIS was completed at a sufficient level of engineering and environmental detail to resolve the mode, facility type (e.g., type of roadway), and corridor location. The Tier One EIS/ROD resulted in the selection of a preferred corridor; Corridor B3. The selected corridor is a 2,000-foot wide, 47-mile long, east-west oriented corridor with a western terminus at I-55 just north of the City of Wilmington in Illinois and an eastern terminus at I-65 approximately 3 miles north of SR 2 in Indiana. The proposed project would construct a limited-access highway within the limits of Corridor B3.

The Tier Two EIS is being completed as a single study from I-55 on the west to I-65 on the east. Whereas the Tier One EIS assumed a working alignment generally located within the center of each corridor, along with generalized interchange locations for comparative analysis, the Tier Two EIS includes a detailed analysis of alignment alternatives within the selected corridor, as well as interchange locations and types, grade separations and road closures, and context sensitive design and sustainability features. This includes three mainline alternatives, two interchange design options at I-55, and six interchange design options at IL-53.

The alternatives considered in this Tier Two study were built upon the selection of Corridor B3 in Tier One, with the Tier One working alignment for the corridor providing a baseline for future work. The Tier Two alternatives were developed with a focus on detailed evaluation of the following project elements within the corridor:

- Initial preliminary facility design requirements including access requirements, road closures, cross route improvements, and frontage road connections
- Additional evaluation of roadway alignment based on impact avoidance and minimization
- Interchange locations and types
- Context Sensitive Solutions (CSS) features including water quality best management practices (BMPs) and sustainability
- Economic analysis of, and stakeholder input to grade separations and road closures

These project elements were developed through technical performance analysis, extensive stakeholder involvement, and localized comparative analysis of environmental impacts.

The result of the Tier Two alternatives analysis process was the development of three representative build alternatives that are generally confined within the limits of the selected corridor and extend from I-55 on the west to I-65 on the east (Figure 1-1). The three alternatives, referred to as Alternative 1, Alternative 2, and Alternative 3, primarily follow the same alignment with variation in the mainline alignment through two sections in Illinois and three sections in Indiana (Figure 1-2). The Illiana Corridor would be constructed as a limited-access highway, consisting of eastbound and westbound lanes divided by a median, unless otherwise specified. The proposed alignment would

primarily be located at grade level; however, there are multiple overpasses, interchanges, water crossings, and elevated segments. The alignment would cross existing roads via grade-separated overpasses of varying spans, consisting of eastbound and westbound lanes, unless otherwise specified. The overpasses for cross roads would be approximately 21 feet in height while state route overpasses would be approximately 23 feet in height. Overpasses for existing roads would follow the same approach, but with northbound and southbound lanes, unless otherwise stated. Roads which do not have a designed crossing would close to through traffic where they meet the alignment. A detailed description of each alternative, separated into the 12 distinct sections of the alternative alignments, is located in Sections 1.1.1 to 1.1.3 of this report and detailed maps of the alternatives in the vicinity of historic properties are located in Appendix A.

The first area of variation in alternative alignments is between the I-55 interchange and the Union Pacific Railroad (UPRR) east of the Kankakee River. Alternative 1 follows a more northerly alignment on both the west and east sides of the Kankakee River while Alternative 2 has a southerly alignment on the west side of the river and follows the same alignment as Alternative 1 on the east side of the river. Alternative 3 follows the Alternative 1 alignment on the west side of the river and has a more southerly alignment on the east side of the river.

The other area of mainline variation between the alternatives in Illinois is between Walsh Road and Center roads. In this section, Alternative 1 takes a more direct diagonal alignment between the two roads while the alignment for Alternatives 2 and 3 runs north of Alternative 1 to just west of 128th Avenue where it crosses Wilmington Road and runs south of the Alternative 1 alignment until US 45. From US 45 to Center Road, the alignment for Alternatives 2 and 3 extends along the north side of Alternative 1.

As previously stated, there are three sections in Indiana where the mainline alignment for the alternatives varies. From US 41 to Cline Street, the alternative alignments diverge with the Alternative 1 alignment running just south of the alignment for Alternatives 2 and 3. From Mount Street to just east of Holtz Road, the alignments split with Alternative 1 extending along the north and Alternatives 2 and 3 paralleling to the south.

The final area of variation between the alternatives is located from Broadway Street to I-65. Alternative 1 has the most southerly alignment and connection with I-65 with Alternative 3 having the most northern alignment and connection with I-65. Alternative 2 extends between the Alternative 1 and Alternative 3 alignments.

In addition to the three mainline alternatives, there are six design options under consideration for an interchange at or near IL-53, which are discussed further in Section 1.2 (Figure 1-2).

1.1.1 No-Action Alternative

In addition to the three build alternatives, the No-Action Alternative, consisting only of transportation improvements to existing roadway and transit facilities in the Study Area

that are expected to be constructed by the design year (2040), is being carried forward as a baseline for comparison. These transportation improvements include the proposed South Suburban Airport (SSA) development as well as expressway and local road improvements, such as additional lanes, new interchanges, upgraded roads, and new roads.

1.1.2 Alternative 1

1.1.2.1 Alternative 1 - Section 1

From west to east, Alternative 1 would begin along I-55. Reconstruction of I-55 between Lorenzo Road and IL-129 would be required. The interchange of I-55 and Lorenzo Road would also be reconstructed and an interchange at I-55, IL-129 and Illiana would be newly constructed, north of Wilmington, Illinois.

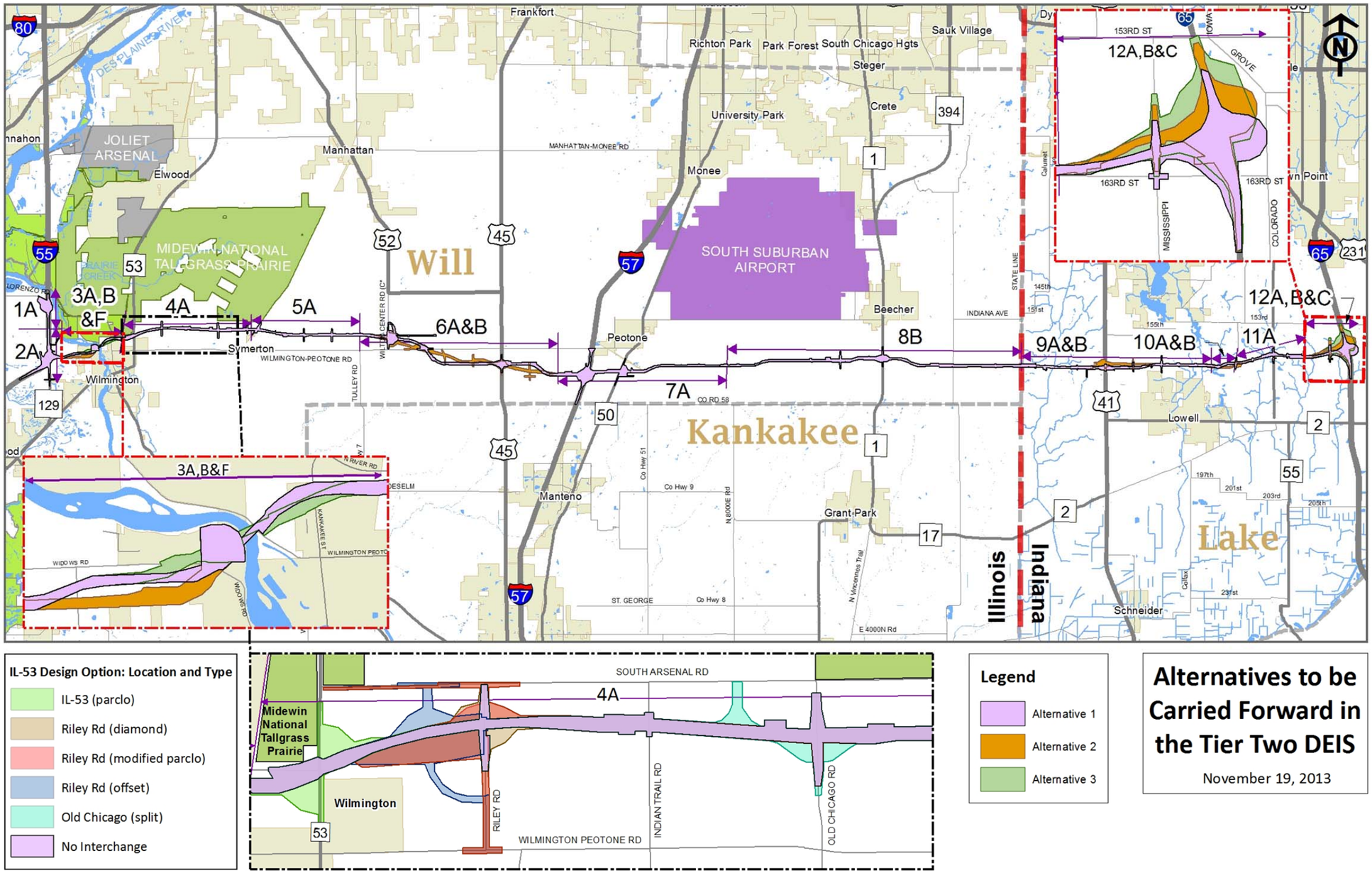
1.1.2.2 Alternative 1 - Section 2

The new interchange would be located at the existing IL-129 interchange with I-55. Two design options, each consisting of a five-legged directional interchange, are under consideration for this interchange. Detailed descriptions of these options can be found in Section 1.2.1. The construction of the new interchange at I-55 and Alternative 1 would prompt the reconstruction of the surrounding roads. South of the interchange, IL-129 would be reconstructed from the interchange to 0.25 miles south of Stripmine Road. Additional turn lanes would be added to Stripmine Road at its intersection with IL-129. North of the interchange, an intermodal terminal is proposed and IL-129 would be extended across I-55 to provide access to that facility. The I-55 interchange design options under consideration accommodate this potential intermodal terminal.

1.1.2.3 Alternative 1 - Section 3

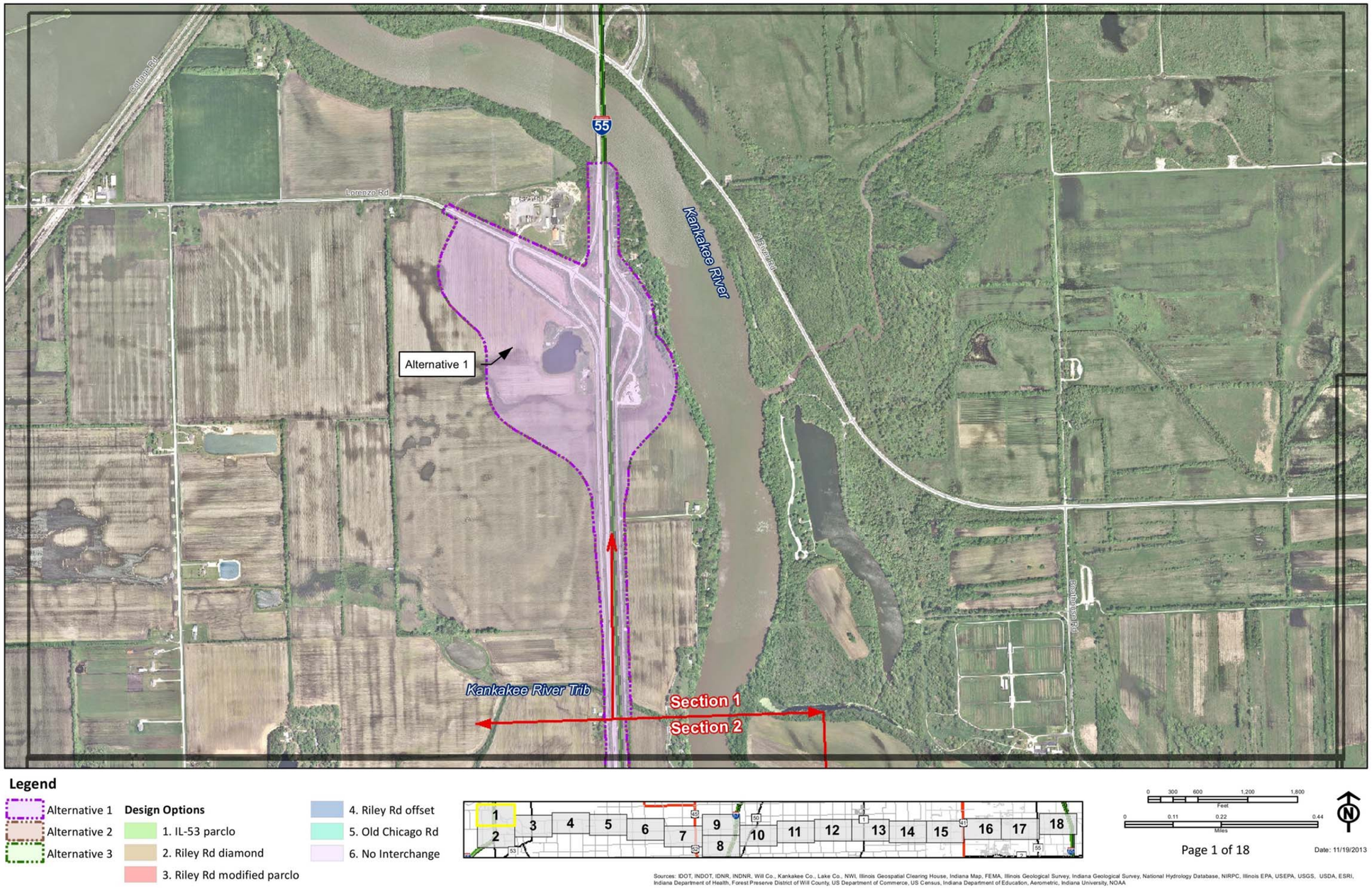
From the interchange at I-55, the alignment would continue east, and turn northeast just south of Widows Road and Tommy Drive. The alignment would ascend over Widows Road to a bridge crossing the Kankakee River. Near and over the Kankakee River, the alternative footprint narrows with no alignment or bridge median dividing the eastbound and westbound lanes. The bridge would be a 17-span waterway crossing, approximately 2,080 feet in length and approximately 30 feet above the river at its highest point. On the east side of the river, the alignment would remain elevated approximately between 15 feet and 23 feet above grade, and run along the south side of the 345kV ComEd transmission line. It would cross over West Kankakee Drive, North Kankakee Street, the UPRR, and IL-53 before returning to grade level. The elevated alignment east of the Kankakee River would incorporate terraced retaining walls while the areas of dense shrub plantings and vegetation removed for construction would be revegetated. New River Road would be shifted north by approximately 400 feet to accommodate the proposed alignment and would form a new intersection with IL-53.

Figure 1-1. Alternatives to be Carried Forward in the Tier Two DEIS



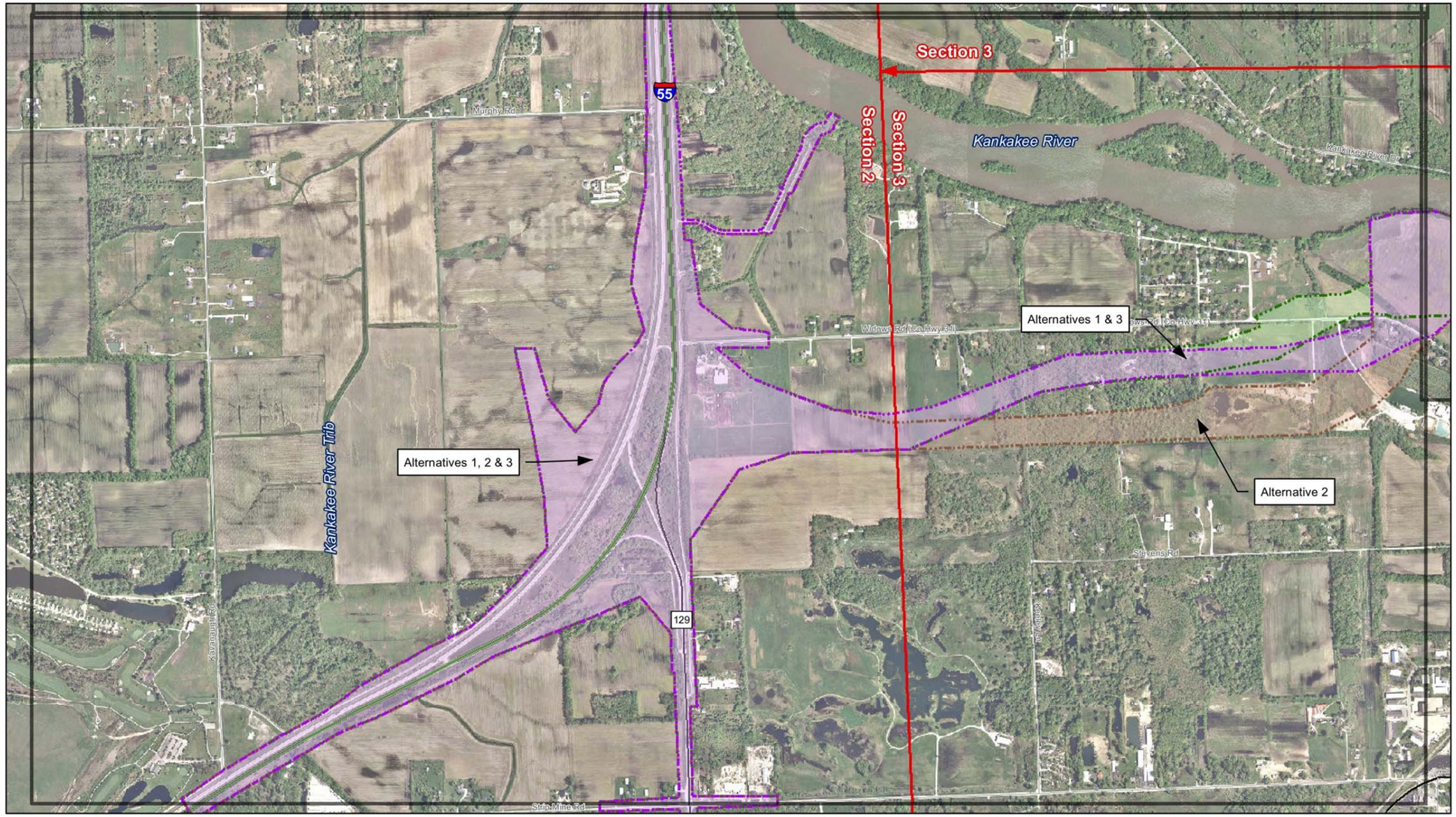
THIS PAGE INTENTIONALLY LEFT BLANK

Figure 1-2. Alternatives to Be Carried Forward in the Tier Two DEIS by Section (Pages 1-18)



THIS PAGE INTENTIONALLY LEFT BLANK

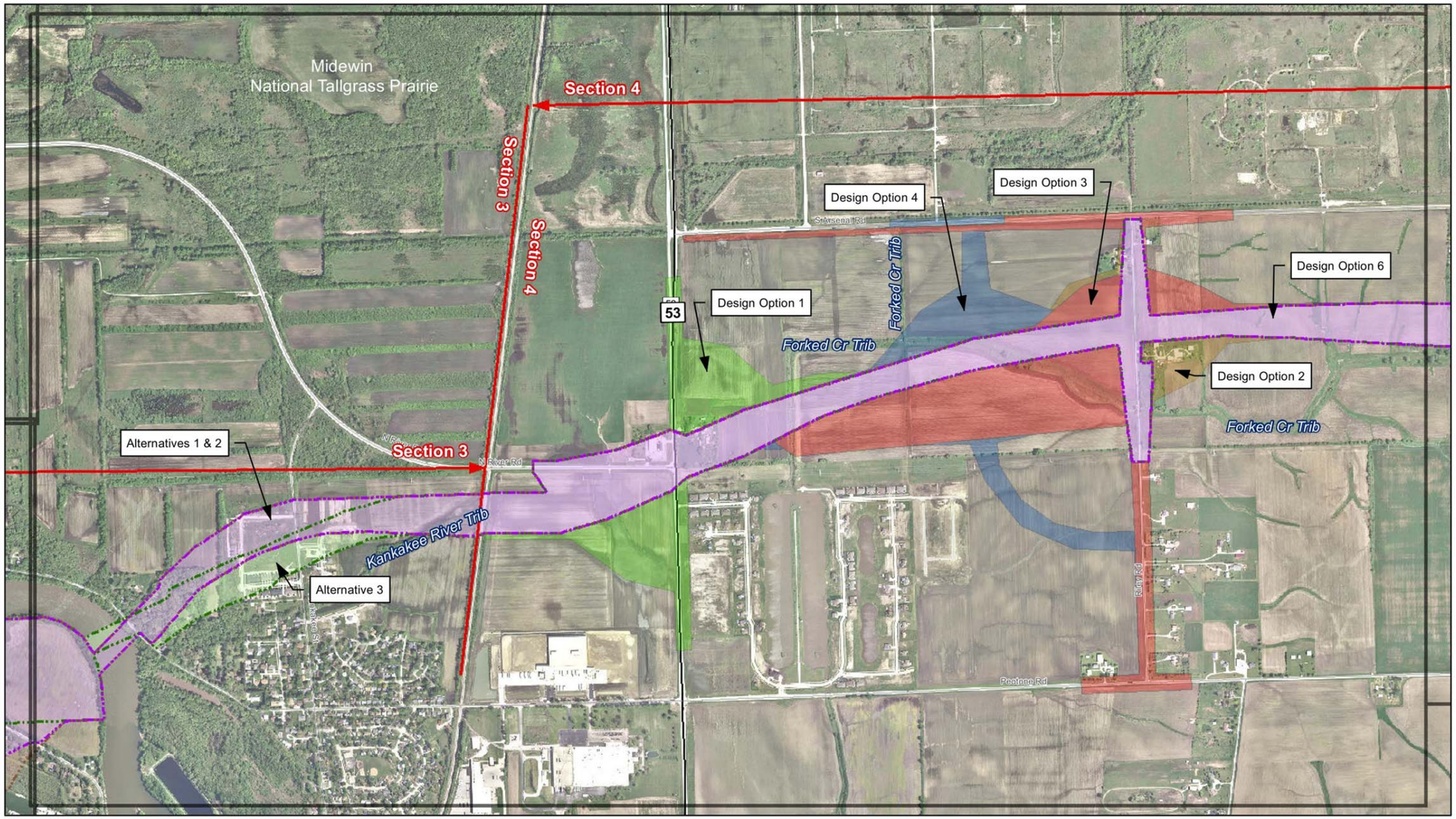
Figure 1-2. Alternatives to Be Carried Forward in the Tier Two DEIS by Section (Pages 2-18) cont.



.5

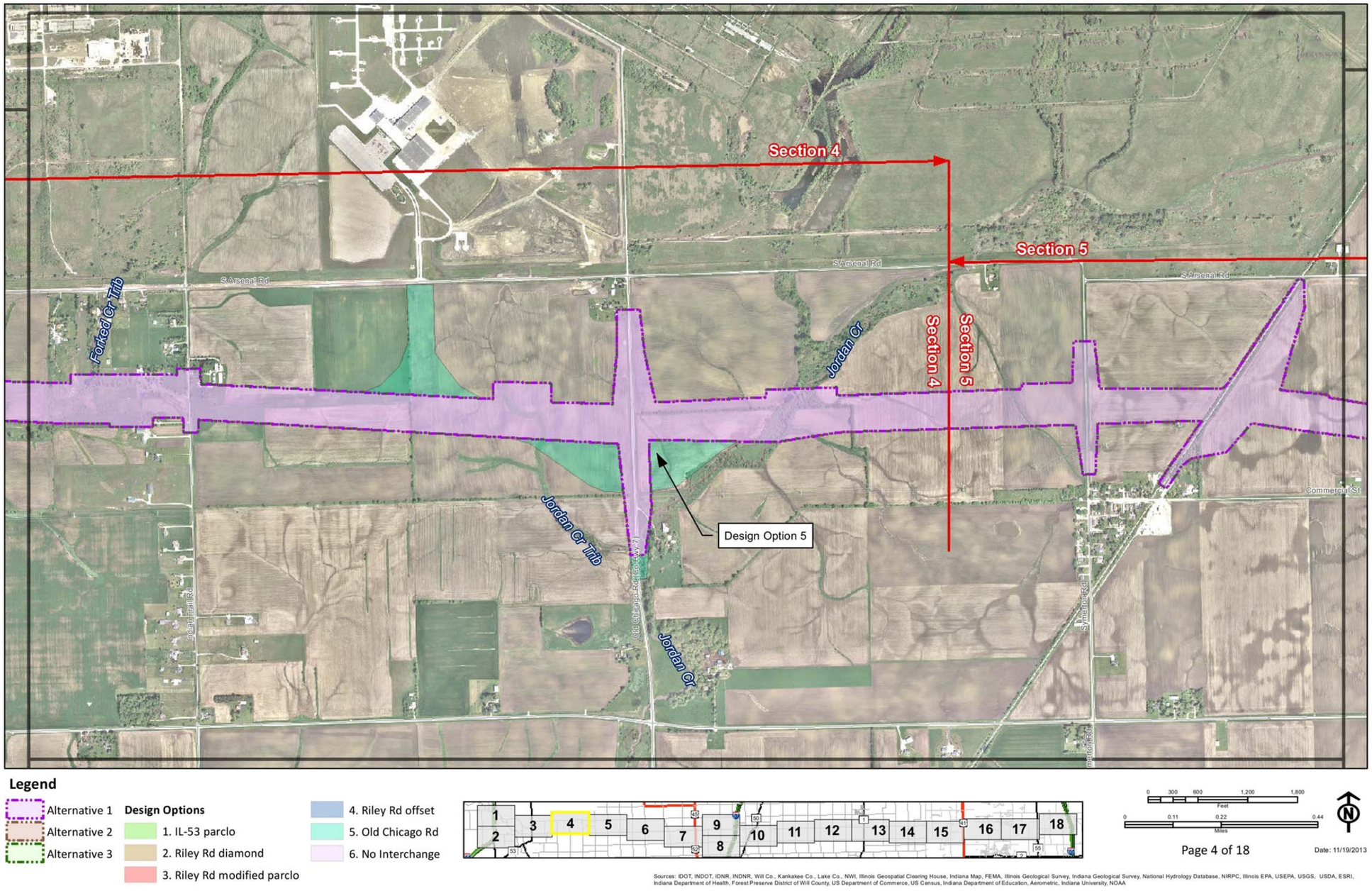
THIS PAGE INTENTIONALLY LEFT BLANK

Figure 1-2. Alternatives to Be Carried Forward in the Tier Two DEIS by Section (Pages 3-18) cont.



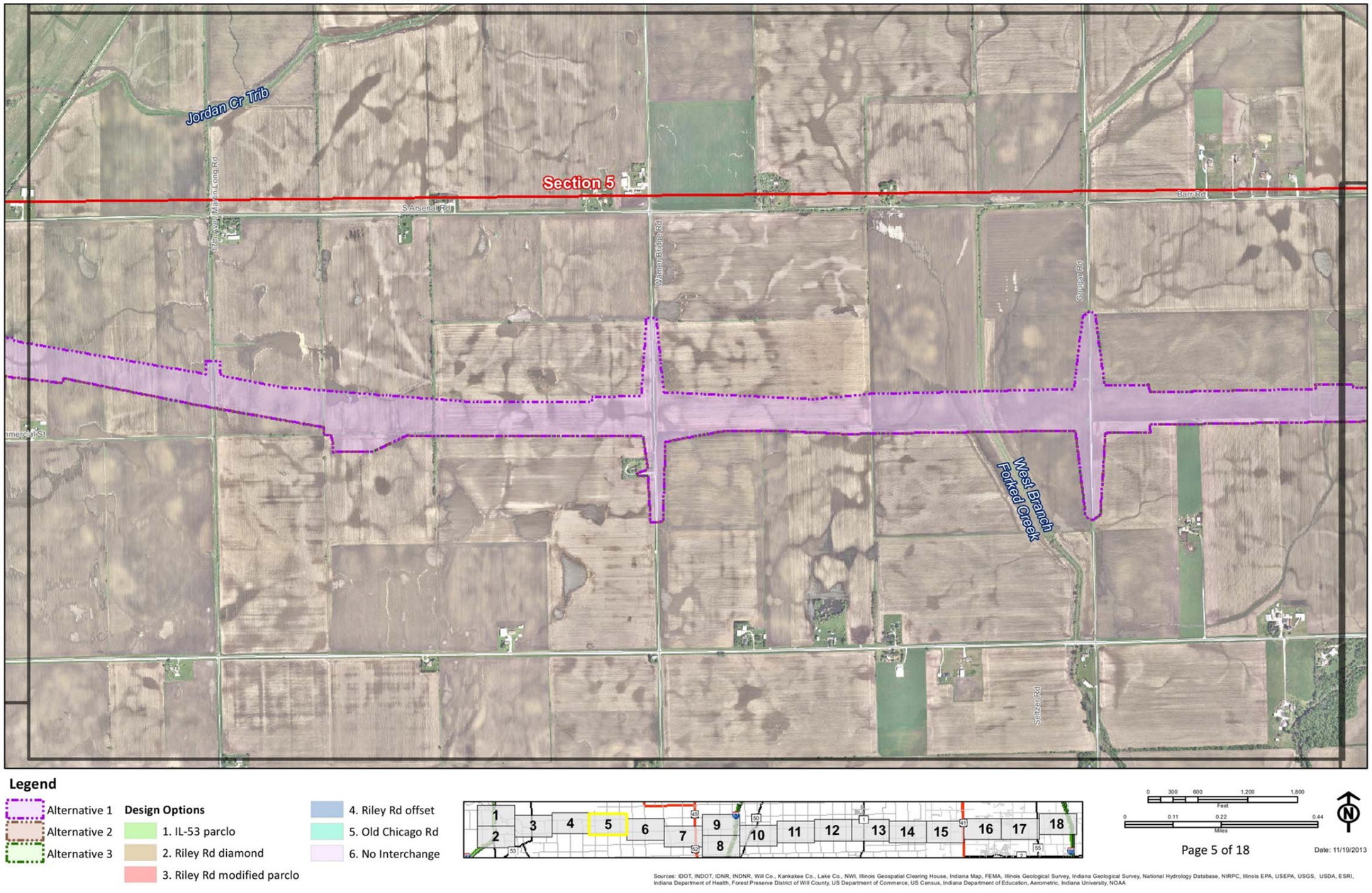
THIS PAGE INTENTIONALLY LEFT BLANK

Figure 1-2. Alternatives to Be Carried Forward in the Tier Two DEIS by Section (Pages 4-18) cont.



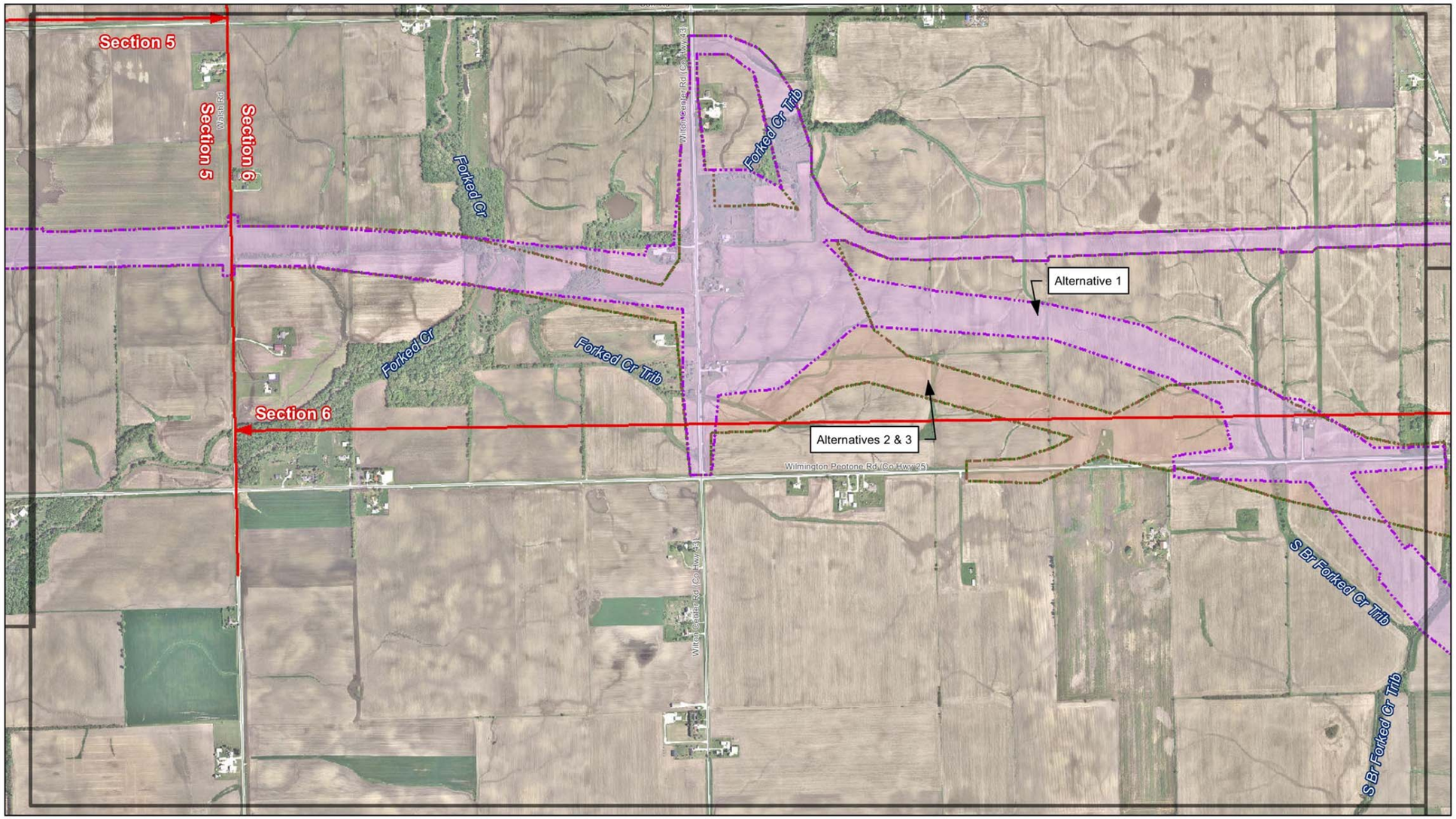
THIS PAGE INTENTIONALLY LEFT BLANK

Figure 1-2. Alternatives to Be Carried Forward in the Tier Two DEIS by Section (Pages 5-18) cont.



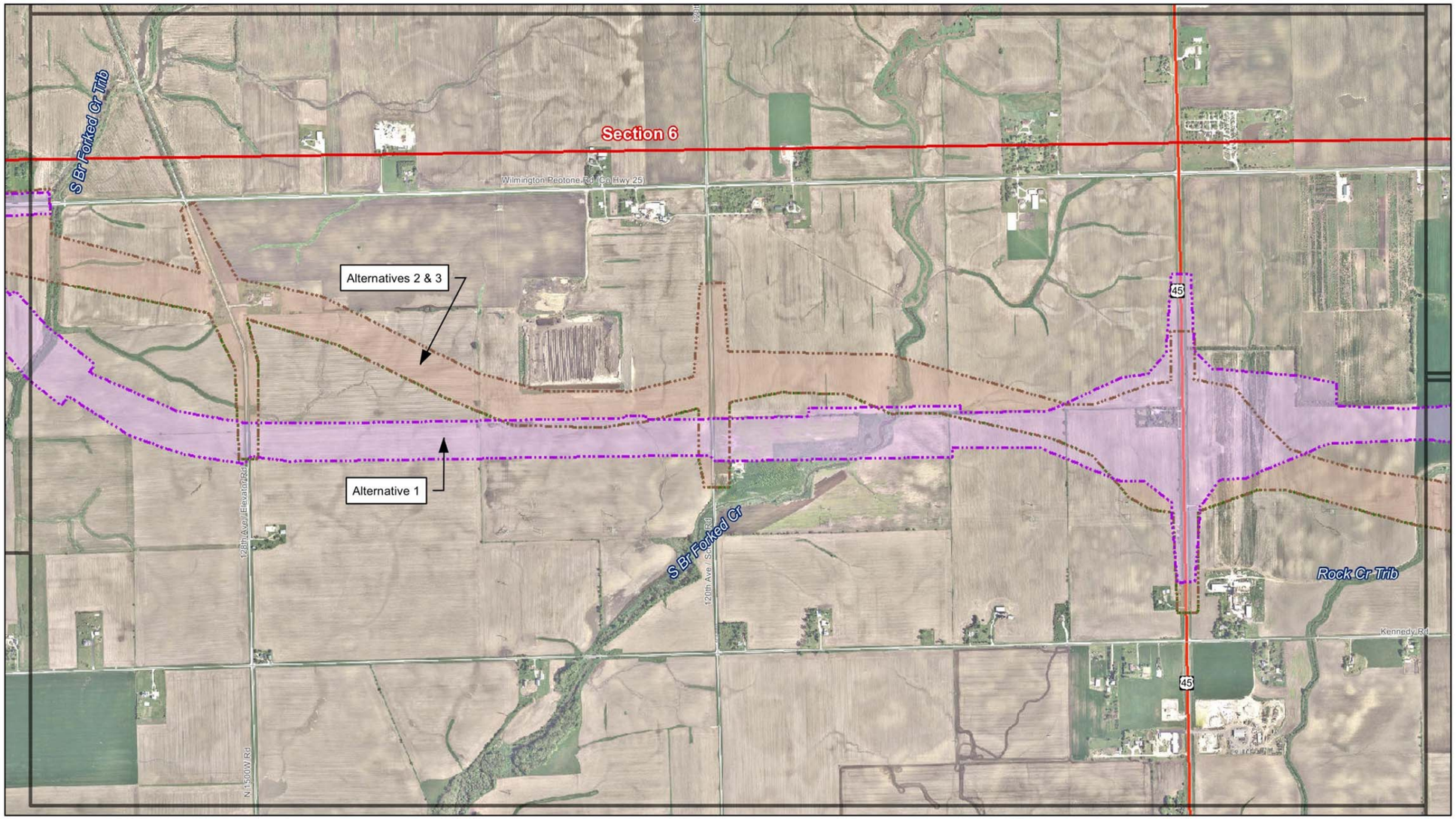
THIS PAGE INTENTIONALLY LEFT BLANK

Figure 1-2. Alternatives to Be Carried Forward in the Tier Two DEIS by Section (Pages 6-18) cont.



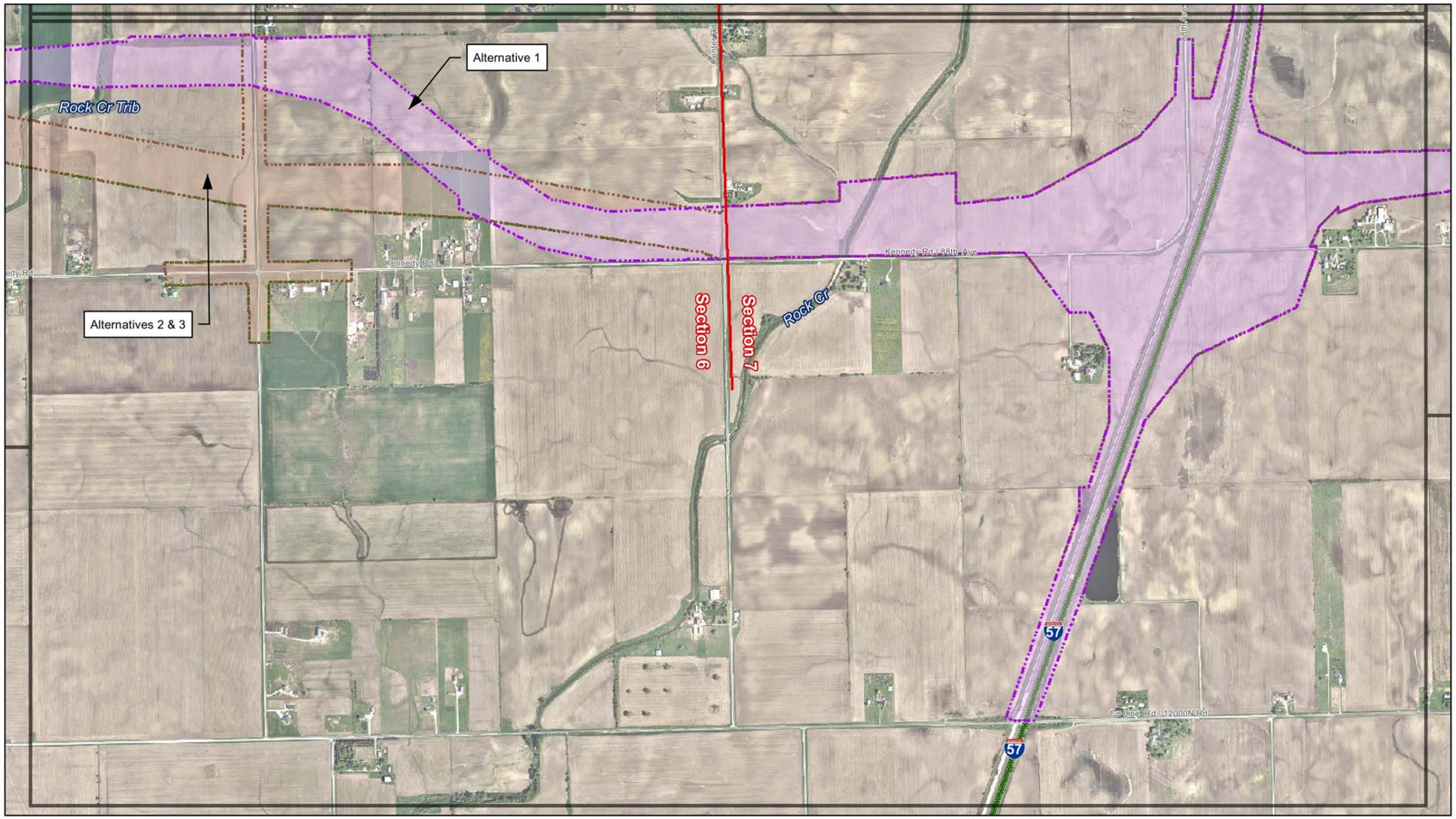
THIS PAGE INTENTIONALLY LEFT BLANK

Figure 1-2. Alternatives to Be Carried Forward in the Tier Two DEIS by Section (Pages 7-18) cont.



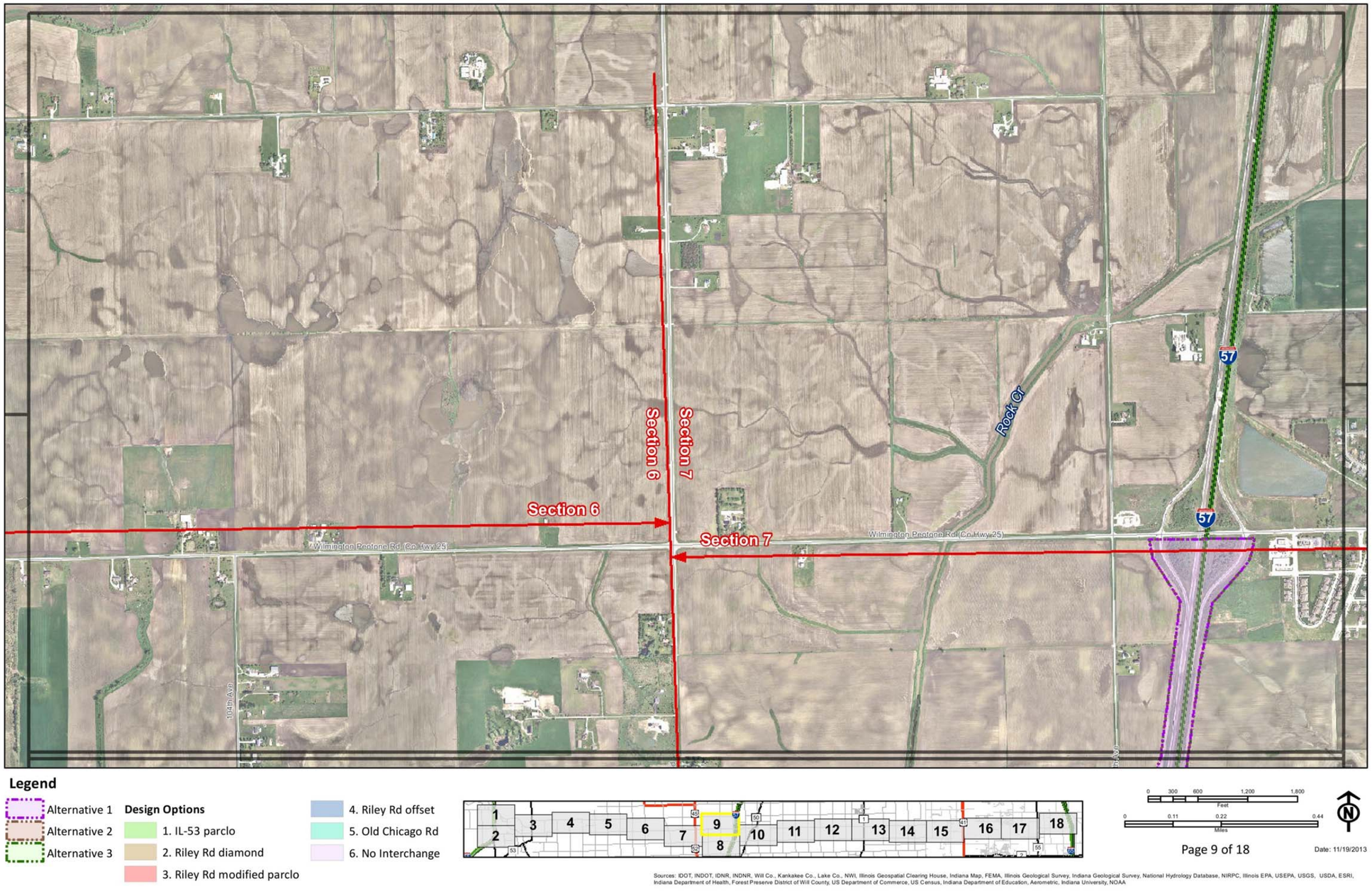
THIS PAGE INTENTIONALLY LEFT BLANK

Figure 1-2. Alternatives to Be Carried Forward in the Tier Two DEIS by Section (Pages 8-18) cont.



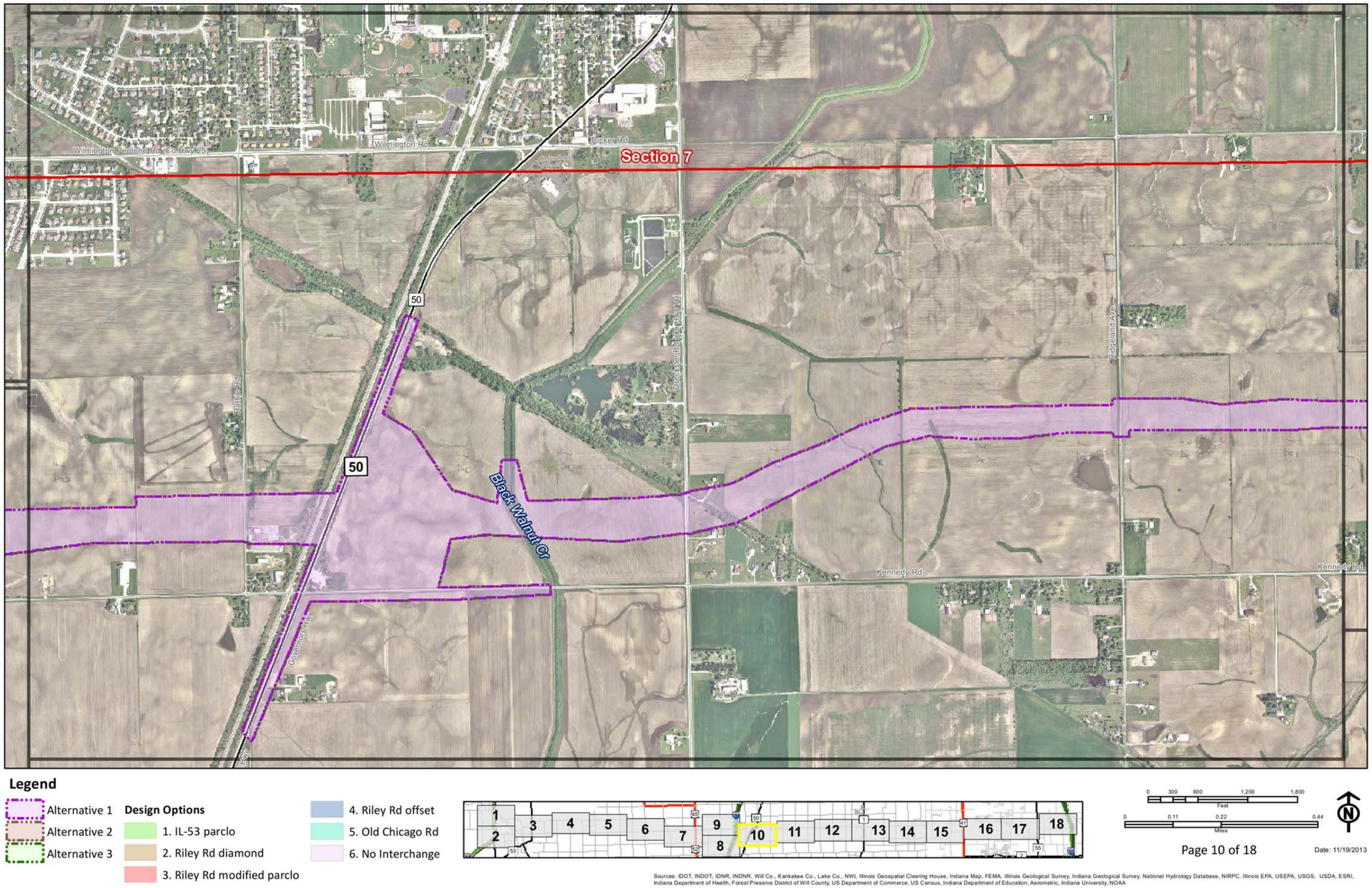
THIS PAGE INTENTIONALLY LEFT BLANK

Figure 1-2. Alternatives to Be Carried Forward in the Tier Two DEIS by Section (Pages 9-18) cont.



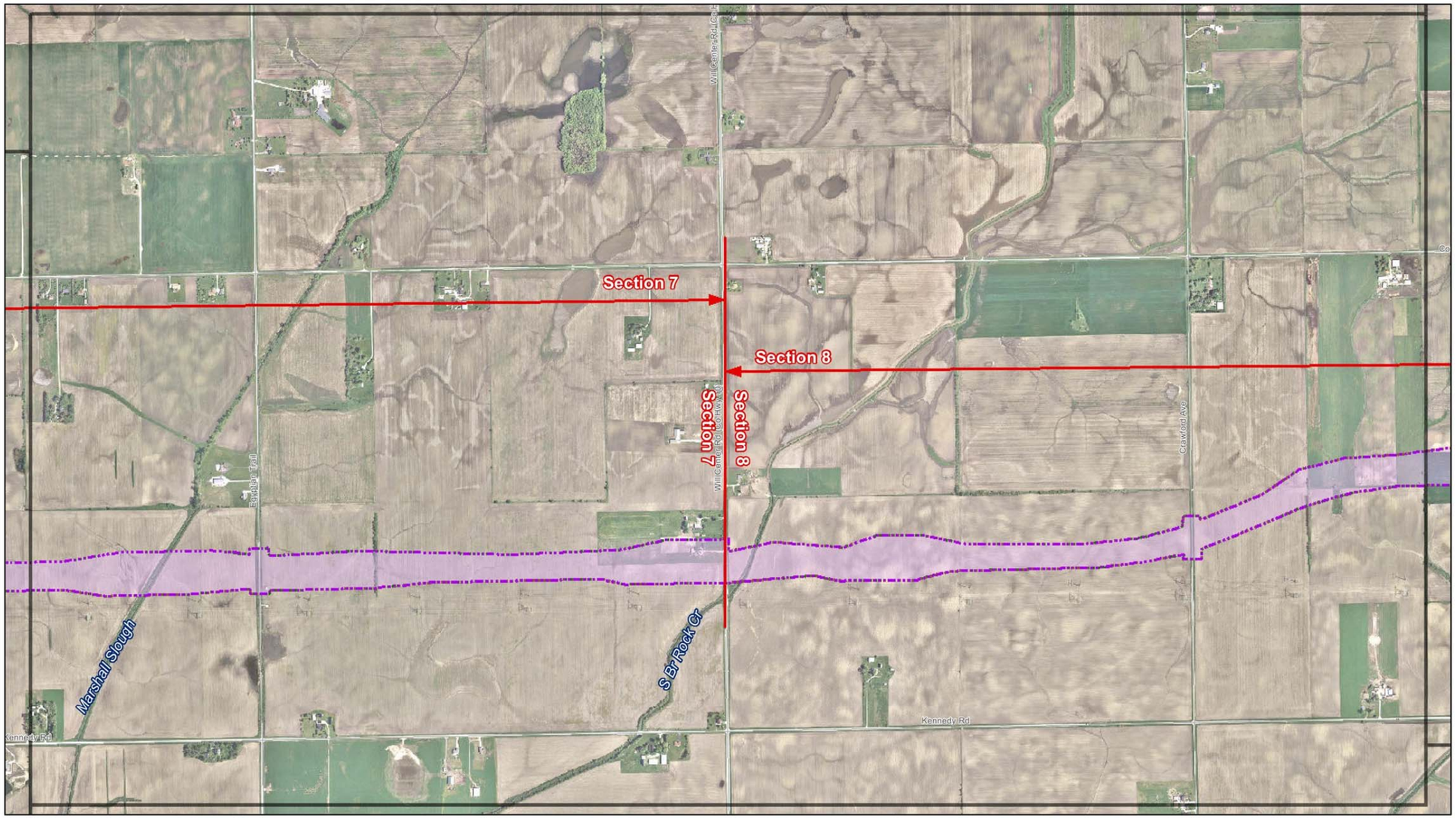
THIS PAGE INTENTIONALLY LEFT BLANK

Figure 1-2. Alternatives to Be Carried Forward in the Tier Two DEIS by Section (Pages 10-18) cont.



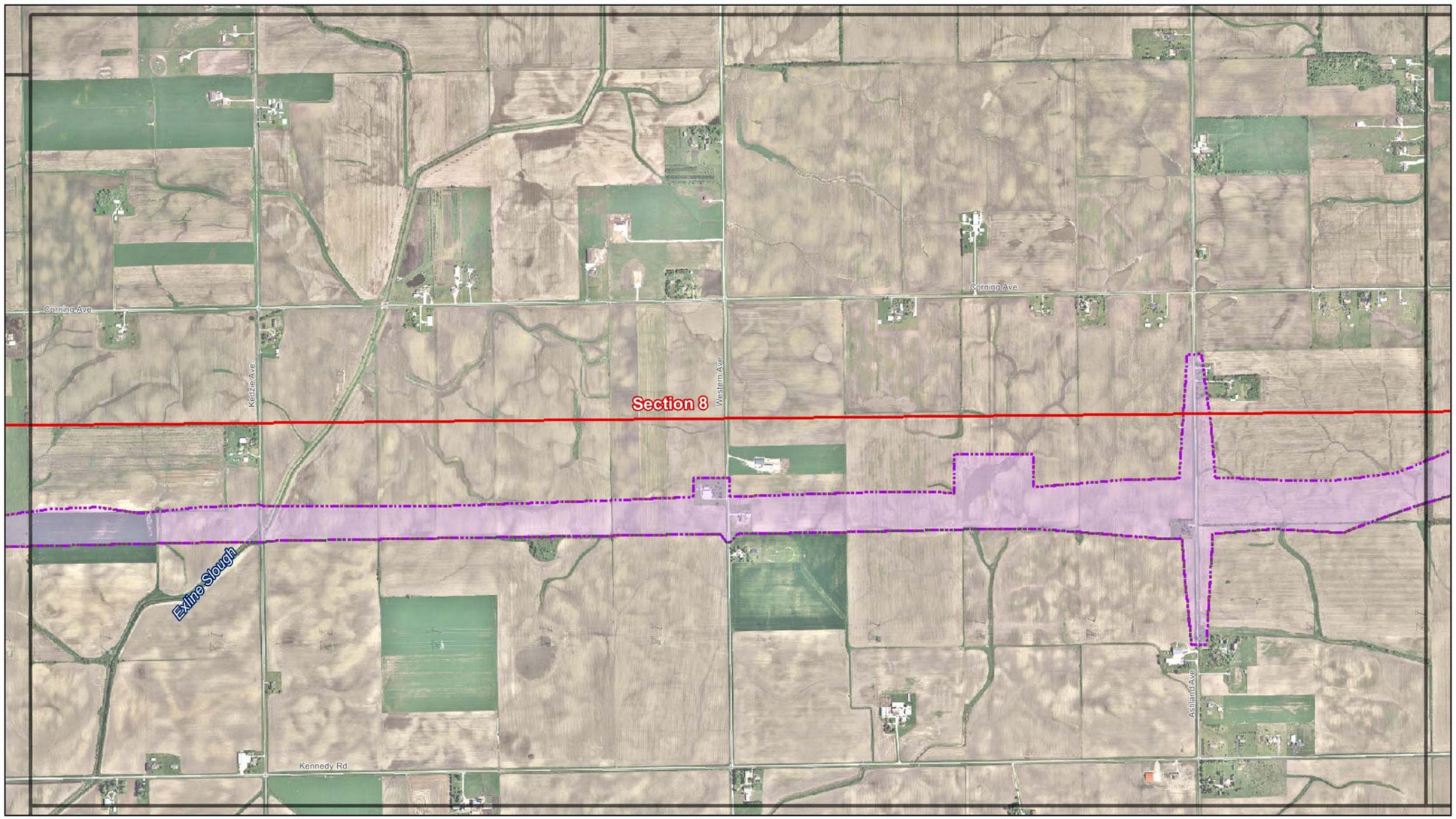
THIS PAGE INTENTIONALLY LEFT BLANK

Figure 1-2. Alternatives to Be Carried Forward in the Tier Two DEIS by Section (Pages 11-18) cont.



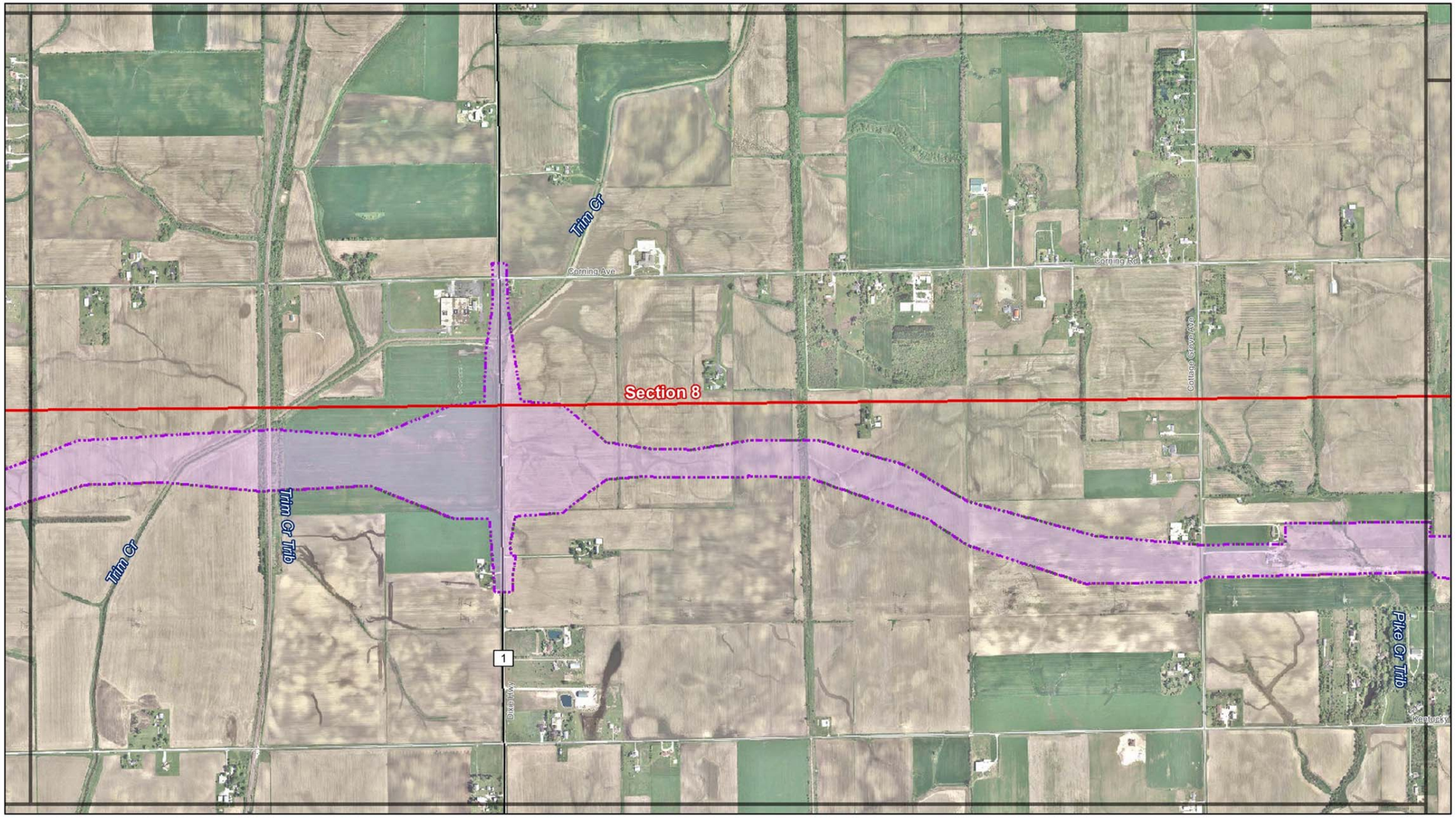
THIS PAGE INTENTIONALLY LEFT BLANK

Figure 1-2. Alternatives to Be Carried Forward in the Tier Two DEIS by Section (Pages 12-18) cont.



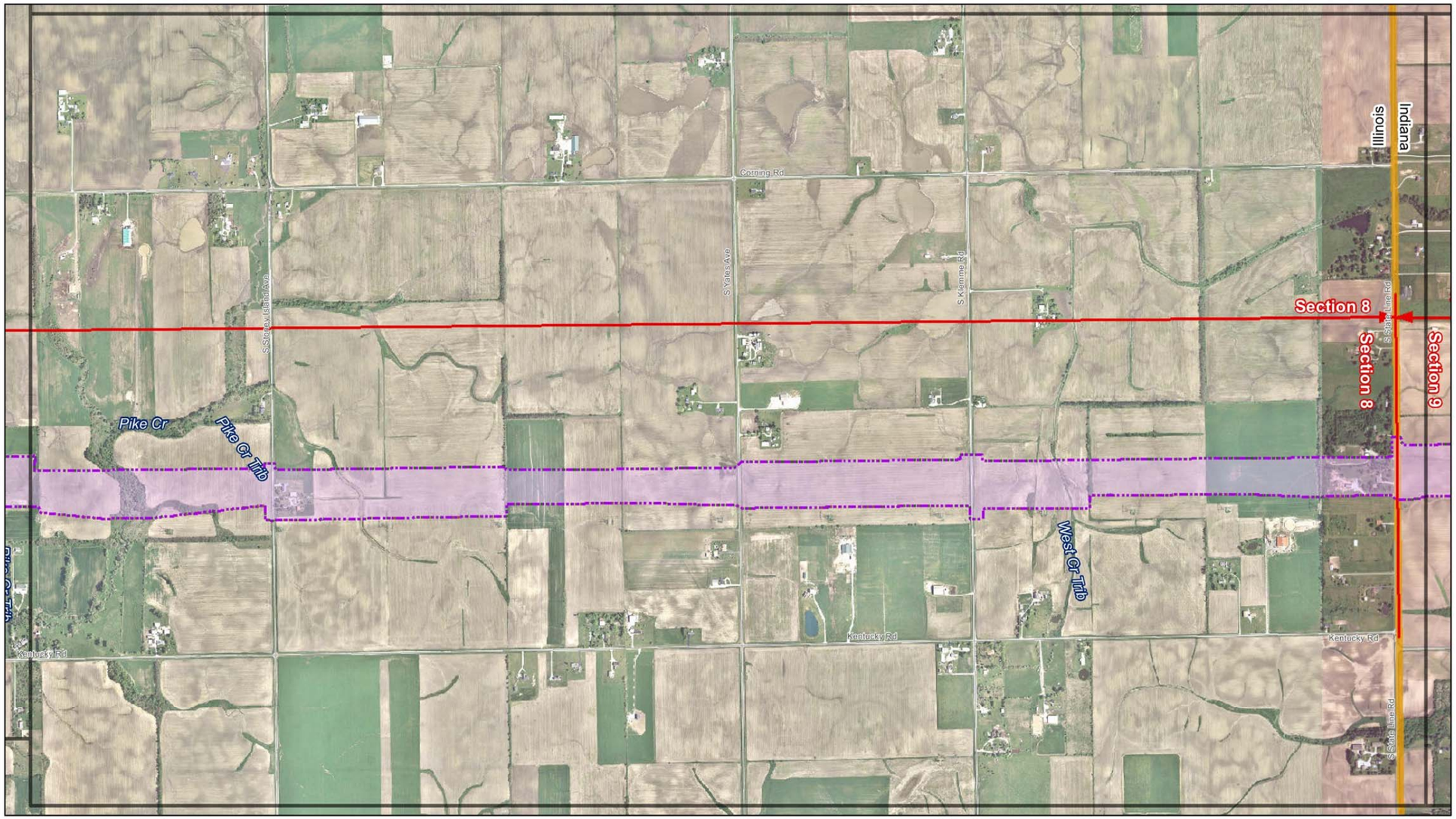
THIS PAGE INTENTIONALLY LEFT BLANK

Figure 1-2. Alternatives to Be Carried Forward in the Tier Two DEIS by Section (Pages 13-18) cont.



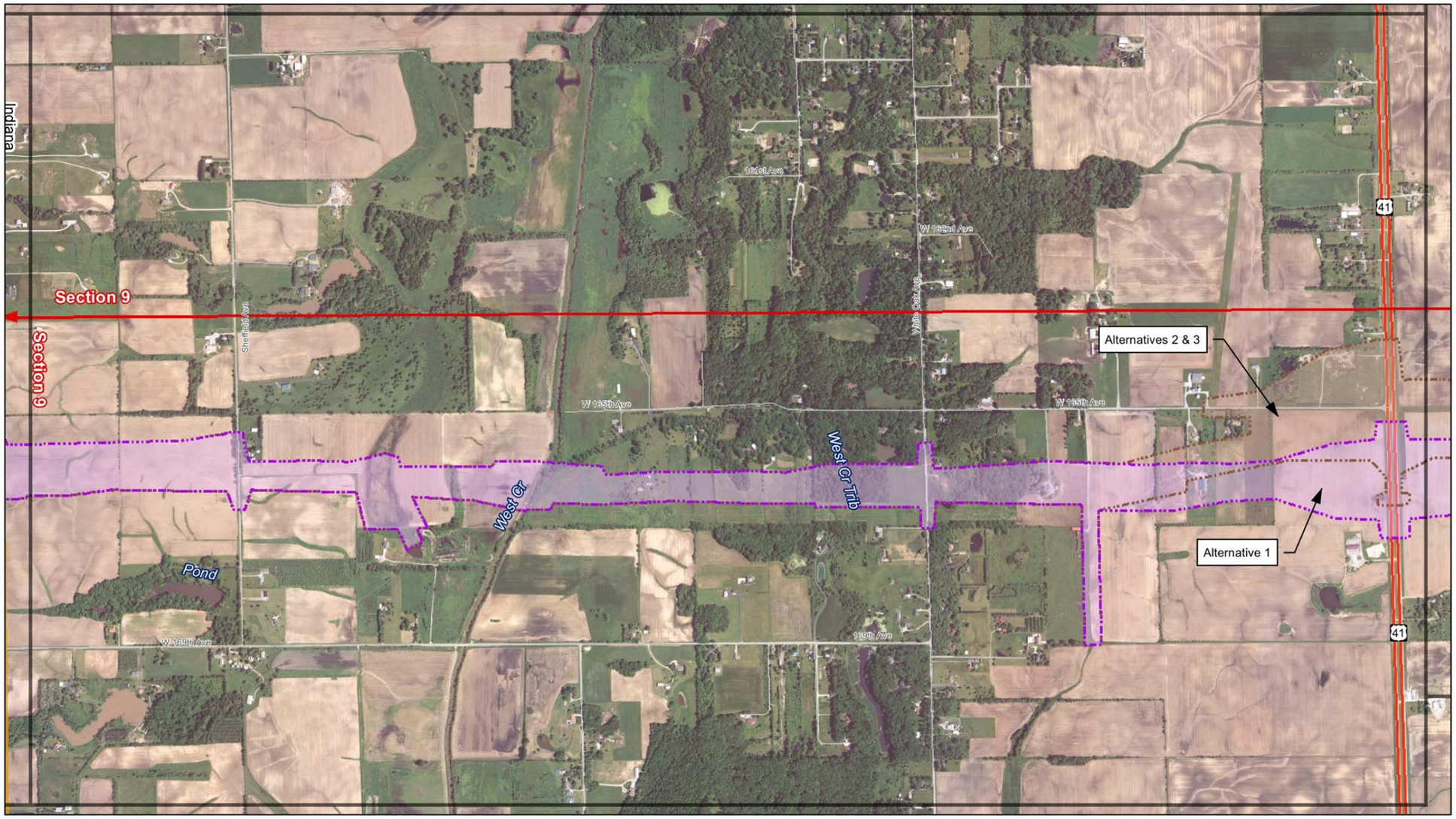
THIS PAGE INTENTIONALLY LEFT BLANK

Figure 1-2. Alternatives to Be Carried Forward in the Tier Two DEIS by Section (Pages 14-18) cont.



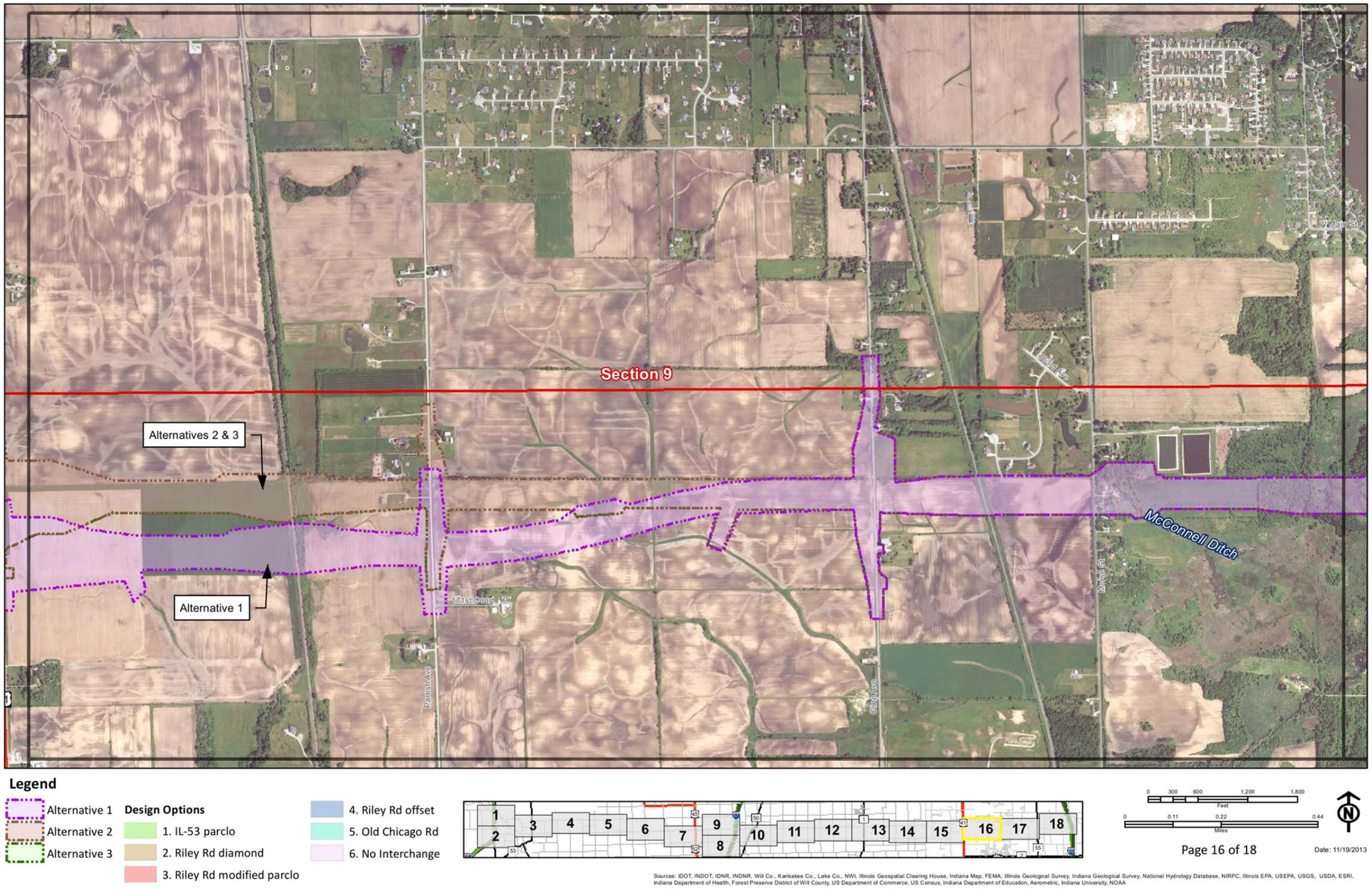
THIS PAGE INTENTIONALLY LEFT BLANK

Figure 1-2. Alternatives to Be Carried Forward in the Tier Two DEIS by Section (Pages 15-18) cont.



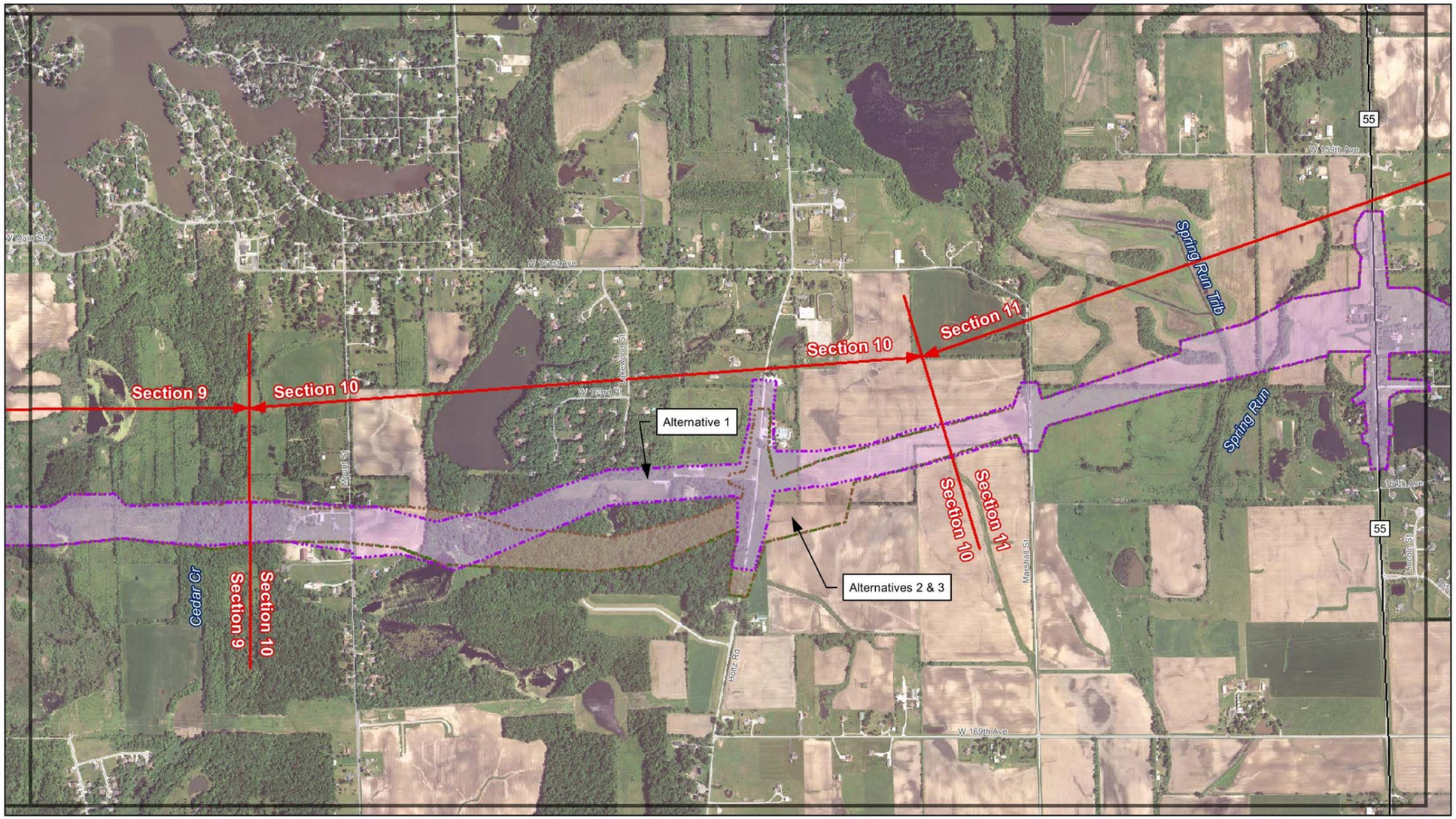
THIS PAGE INTENTIONALLY LEFT BLANK

Figure 1-2. Alternatives to Be Carried Forward in the Tier Two DEIS by Section (Pages 16-18) cont.



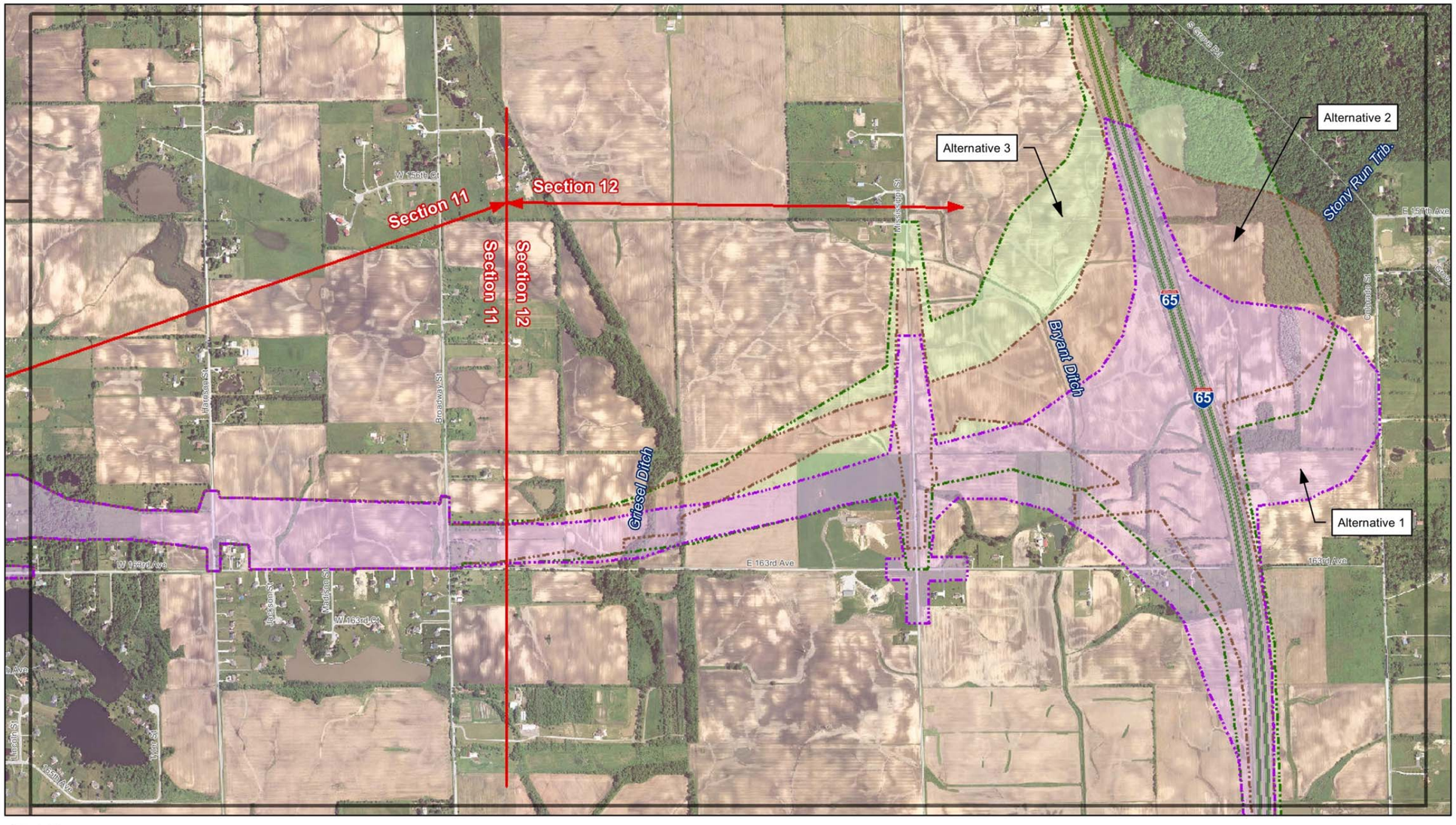
THIS PAGE INTENTIONALLY LEFT BLANK

Figure 1-2. Alternatives to Be Carried Forward in the Tier Two DEIS by Section (Pages 17-18) cont.



THIS PAGE INTENTIONALLY LEFT BLANK

Figure 1-2. Alternatives to Be Carried Forward in the Tier Two DEIS by Section (Pages 18-18) cont.



THIS PAGE INTENTIONALLY LEFT BLANK

1.1.2.4 Alternative 1 - Section 4

East of IL-53, the alignment would return to grade level, and Riley Road would cross the alignment via an overpass consisting of a two-span bridge, approximately 230 feet in length. The alignment would continue east approximately 1,400 feet south of South Arsenal Road. Old Chicago Road would cross the alignment via an overpass consisting of a two-span bridge approximately 230 feet in length.

1.1.2.5 Alternative 1 - Section 5

East of Symerton Road, a crossing would be constructed for the Wauponsee Glacial Trail. The Wauponsee Glacial Trail crossing would be a two-span grade-separated bridge approximately 270 feet in length. Because the trail must remain open during construction, the bridge would be constructed approximately 600 feet east of the existing trail. Martin Long Road would also cross the alignment via an overpass. The alignment would continue due east from Martin Long Road. Another overpass would be constructed for South Warner Bridge Road; the overpass would be a two-span bridge, approximately 230 feet in length. The alignment would continue due east. South Gougar Road would remain open, also crossing the alignment via an overpass; the overpass would be a two-span bridge, approximately 230 feet in length.

1.1.2.6 Alternative 1 - Section 6

A partial cloverleaf interchange would be constructed at Wilton Center Rd/Co Hwy 43. Wilton Center Rd/Co Hwy 43 would cross the alignment via a two-span bridge approximately 240 feet in length. The ramps would connect the eastbound and westbound lanes of the mainline to the east side of Wilton Center Rd/Co Hwy 43. A frontage road would be constructed between Wilton Center Rd/Co Hwy 43 and 128th Avenue. The frontage road would be located approximately 280 feet south of West Barr Road and would head east of Wilton Center Rd/Co Hwy 43 approximately 1,300 feet before turning south near Forked Creek, continuing south for approximately 1,800 feet, and then east approximately 7,600 feet to its intersection at 128th Avenue.

After the interchange at Wilton Center Rd/Co Hwy 43, the alignment would veer southeast with a crossing at West Wilmington Road. West Wilmington Road would cross the alignment via an overpass with eastbound and westbound lanes, consisting of a two-span bridge, approximately 320 feet in length; the road would not be realigned at this crossing. The alignment would continue due southeast with a crossing at 128th Avenue and 120th Avenue. 128th Avenue would cross the alignment via an overpass consisting of a two-span bridge, approximately 250 feet in length. 120th Avenue would also cross the alignment via an overpass consisting of a two-span bridge, approximately 230 feet in length. The alignment would veer southeast with a diamond interchange at US 45. US 45 would cross the alignment via a two-span bridge that is approximately 230 feet in length. Eastbound and westbound ramps would connect at the north and south termini of the overpass, respectively.

East of the US 45 interchange, the alignment would continue east with a crossing at South 104th Avenue. South 104th Avenue would cross the alignment via an overpass consisting of a two-span bridge, approximately 230 feet in length. East of South 104th

Avenue, the alignment would veer southeast to South Center Road and cross South Center Road via a single span overpass that is approximately 120 feet in length. The intersection of South Center Road and West Kennedy Road would be reconstructed at this location.

1.1.2.7 Alternative 1 - Section 7

The alignment would continue due east, with a flyover interchange at I-57. The interchange would cover an approximate area of 0.3 square miles near the termination of Kennedy Road at I-57. The interchange would consist of northbound and southbound ramps connecting to I-57, and eastbound and westbound ramps connecting to the proposed alignment. The alignment would cross I-57 via a two-span bridge that is approximately 280 feet in length. The alignment would continue due east, north of Kennedy Road crossing South Rathje Road with a single span overpass that is approximately 120 feet in length. The alignment also would cross IL-50 and the CN Railway via an overpass consisting of a two-span bridge, approximately 390 feet in length, which connects to a partial cloverleaf interchange at IL-50. The IL-50 interchange would consist of ramps connecting to IL-50 within the north east quadrant of the interchange and ramps connecting to Kennedy Road in the south east quadrant of the interchange. Kennedy Road would be reconstructed west to IL-50. The alignment would remain elevated to cross Black Walnut Creek with a five-span waterway crossing that is approximately 420 feet in length.

East of Black Walnut Creek, the alignment would return to grade level, continuing roughly due east. The alignment would cross South Drecksler Road via an overpass that is a single span bridge approximately 140 feet in length.

1.1.2.8 Alternative 1 - Section 8

The alignment would cross Will Center Road and a parallel waterway with a five span overpass that is approximately 510 feet in length. The alignment would cross South Kedzie Avenue via a two-span overpass that is approximately 240 feet in length. Continuing east, South Ashland Avenue would cross the alignment via a two-span, grade- separated bridge that is approximately 230 feet in length. The alignment would continue due east, crossing the UPRR with a three-span bridge that is approximately 320 feet in length.

A diamond interchange would be constructed at IL-1 (South Dixie Highway). The interchange would consist of an overpass carrying the IL-1 over the alignment via a two-span, grade-separated bridge approximately 230 feet in length. Eastbound and westbound ramps would connect to the west and east sides of IL-1, north and south of the alignment.

Continuing east at grade level, the alignment would cross over South Cottage Grove via an overpass that is single span approximately 140 feet in length, South Yates Avenue via an overpass that is single span approximately 130 feet in length, and State Line Road via an overpass that is a single span bridge approximately 130 feet in length. A new frontage road connecting State Line Road and Sheffield Avenue would be constructed.

1.1.2.9 Alternative 1 - Section 9

East of State Line Road, White Oak Avenue would cross the alignment via a two-span bridge that is approximately 250 feet in length.

A diamond interchange would be constructed at US 41. The interchange would consist of a two-span bridge that is approximately 240 feet in length carrying the alignment over US 41. US 41 is currently a four-lane highway alignment, divided by a median; segments of the median would be paved to provide turn lanes at the interchange ramps. Eastbound and westbound ramps would connect to the east and west sides of US 41.

The alignment would continue east, crossing the N.S. Railroad via a three-span bridge that is approximately 340 feet in length. Parrish Avenue and Cline Street would both cross over the alignment via overpasses. The Parrish Avenue overpass would be a two-span bridge that is approximately 250 feet in length while the Cline Street overpass would be a two-span bridge that is approximately 250 feet in length. The alignment would cross the CSX Railroad and Morse Street via grade-separated overpasses. The railroad crossing would be a three-span bridge that is approximately 270 feet in length while the Morse Street crossing would be a one span bridge that is approximately 160 feet in length

1.1.2.10 Alternative 1 - Section 10

Continuing east, the alignment would cross Mount Street with a grade separated overpass that would also be a one span bridge approximately 140 feet in length. All crossings would be approximately 23 feet above the existing roads. Continuing east, Holtz Road would cross the alignment via a two-span bridge that is approximately 290 feet in length.

1.1.2.11 Alternative 1 - Section 11

From the Holtz Road overpass, the alignment would veer northeast to SR 55, which would cross over the alignment via a tight diamond interchange. The interchange would consist of a single span bridge that is approximately 120 feet in length with eastbound and westbound ramps that would connect SR 55 to the interchange north and south of the alignment. Turn lanes would be added to SR 55 at the interchange ramps and West 163rd Avenue would be reconstructed for approximately 500 feet at the intersection with SR 55.

1.1.2.12 Alternative 1 - Section 12

The alignment would continue east, crossing over Broadway Street via a single span overpass that is approximately 150 feet in length. A new frontage road connecting Broadway Street and Harrison Street would be constructed. Mississippi Street would cross the alignment via an overpass that is a two-span bridge approximately 340 feet in length, before the alignment terminates at I-65 with an interchange.

The alignment would terminate at I-65 with a three-leg trumpet interchange that would consist of southbound and westbound ramps, a westbound loop ramp and a northbound directional ramp. The proposed highway alignment would terminate at

I-65 with the Alternative 1 eastbound lane connecting to a southbound ramp to I-65 as well as to a northbound ramp to I-65 that serves as the directional ramp of the trumpet interchange. The existing southbound I-65 traffic would connect to the Alternative 1 westbound alignment via a westbound ramp. The existing northbound I-65 traffic would connect to the Alternative 1 westbound alignment via a westbound ramp that forms the inner loop of the trumpet interchange. At its highest point, the interchange would be approximately 30 feet above grade. In area, the interchange would cover approximately 0.45 square miles.

1.1.3 Alternative 2

Alternative 2 generally follows the same alignment as Alternative 1, with some variations. Sections 1, 2, 4, 5, 7, and 8 are identical to Alternative 1.

The first variation is in Section 3, west of the Kankakee River. Approximately 2,000 feet east of the I-55 interchange, the alignment of Alternative 2 would shift approximately 680 feet south of the centerline of Alternative 1. Alternative 2 runs along that route until it meets the Kankakee River crossing. The alignment would run approximately 800 feet south of Widows Road, crossing Widows Road just east of Bobcat Field (an athletic field located on the south side of Widows Road and northwest of the water treatment facility) to roughly run along the south side of an existing 345kV ComEd transmission line before crossing the Kankakee River via the same bridge footprint as Alternative 1. Near and over the Kankakee River, the alternative footprint narrows with no alignment or bridge median dividing the eastbound and westbound lanes.

In Section 6, the Alternative 2 interchange at Wilton Center Rd/Co Hwy 43 retains the same configuration as Alternative 1, but would be located approximately 400 feet south of the centerline of Alternative 1 between Wilton Center Rd/Co Hwy 43 and West Wilmington Road. In Alternative 2, West Wilmington Road would still cross over the mainline via a two-span bridge approximately 310 feet in length, however it would require realignment. After the West Wilmington Road crossing, the Alternative 2 alignment would continue southeast, with a crossing at 128th Avenue approximately 1,300 feet north of the Alternative 1 crossing. The alignment would continue due east and realign with the Alternative 1 footprint at the interchange with US 45. East of the US 45 interchange, the alignment would continue east with a crossing at South 104th Avenue. South 104th Avenue would cross the alignment via an overpass consisting of a two-span bridge, approximately 230 feet in length. The intersection of South 104th Avenue and West Kennedy Road would be reconstructed at this location. From US 45, Alternative 2 would continue east, approximately 1,500 feet south of the Alternative 1 footprint, from center line to center line, realigning at the intersection of West Kennedy and South Center Road.

Alternative 2 would follow Alternative 1 in Sections 7 and 8 until the interchange with US 41 in Section 9. The interchange in Alternative 2 would also be a diamond type, but it would be located approximately 300 feet north of the Alternative 1 interchange, altering the intersection with 165th Avenue. West 165th Avenue would be realigned to the north approximately 600 feet. Alternative 2 would continue east, approximately 650

feet north from center line to center line of Alternative 1, reconnecting with Alternative 1 approximately 4,000 feet east of Parrish Avenue. The alignment would roughly follow the same path, veering north of Alternative 1 by approximately 340 feet at Mount Street (Section 10). The two alternatives would realign at Section 11. Approximately 3,200 feet east of Broadway Street at Section 12, Alternative 2 would veer approximately 320 feet north of Alternative 1, and remain on that course for its termination at I-65. Its interchange would be a three-leg trumpet, the same design as Alternative 1.

1.1.4 Alternative 3

Alternative 3 generally follows the same alignment as Alternatives 1 and 2, with a few variations. Sections 1 and 2 are identical to Alternative 1 while Sections 4-10 are identical to Alternative 2.

In Section 3, Alternative 3 would shift north of Alternative 1 west of Bobcat Field. The alignment would cross Widows Road northeast of Bobcat Field and cross the Kankakee River via a 17-span waterway crossing that is approximately 2,080 feet in length and approximately 30 feet above grade at its highest point. Near and over the Kankakee River, the alternative footprint narrows with no alignment or bridge median dividing the eastbound and westbound lanes. The alignment would remain elevated east of the river approximately between 15 feet and 23 feet above grade and cross over West Kankakee River Drive, Jennifer Lane, Derby Court, and the UPRR before returning to grade level east of IL-53. The elevated alignment east of the Kankakee River would incorporate terraced retaining walls while the dense shrub plantings and vegetation removed for construction would be revegetated.

In Section 11 at Broadway Avenue, the Alternative 3 alignment would begin to veer north of the Alternative 2 footprint, crossing Mississippi Street and forming a turbine style interchange with I-65. The proposed interchange at Section 12 would consist of tiered directional ramps with a large footprint covering an area of approximately 0.80 square miles. The proposed interchange ramps would begin just east of Broadway Street and pass under the Mississippi Street overpass to connect to I-65. The existing southbound I-65 traffic would connect to the Alternative 3 westbound alignment via a westbound ramp. The existing northbound I-65 traffic would connect to the Alternative 3 westbound alignment via a tight loop ramp that would cross over I-65. The Alternative 3 eastbound lanes would connect to a southbound ramp to I-65 as well as to a northbound loop ramp to I-65 that crosses over I-65 and is located inside of the Alternative 3 westbound loop ramp from northbound I-65.

1.2 Interchange Design Options

Within the selected corridor, the three proposed mainline alternatives currently under consideration also include interchange design options at I-55 and IL-53.

1.2.1 I-55 Interchange Design Options

The three build alternatives include two interchange design options for the proposed interchange at I-55. The I-55 Interchange Design Option 1 is a five-legged fully

directional interchange with a conventional diamond interchange for local access at IL-129. Under this option, East Frontage Road would close between Stevens Lane and Widows Road. IL-129 would be extended, veering northwest to cross I-55 via an overpass and connecting to an intermodal terminal. Ramps to and from I-55 and the proposed Illiana alignment would connect to IL-129 via the conventional diamond. This allows for a slightly tighter footprint than Design Option 2.

The I-55 Interchange Design Option 2 is a five-legged fully directional interchange with a diverging diamond interchange for local access at IL-129. Under this option IL-129 would also be extended, veering northwest to cross I-55 via an overpass and connecting to an intermodal terminal. Ramps to and from I-55 and the proposed Illiana alignment would connect to IL-129 via the diverging diamond.

1.2.2 IL-53 Interchange Design Options

The three build alternatives also include six interchange design options at IL-53.

1.2.2.1 Design Option 1: Direct Interchange at IL-53

Design Option 1 would include the construction of a partial cloverleaf interchange directly at IL-53 near its intersection with New River Road and additional turn lanes on IL-53. The elevated limited-access highway alignment would cross over Alternate Route 66 and connect to it via a direct partial cloverleaf interchange. The proposed interchange would be located approximately 23 feet above Alternate Route 66 with northbound and southbound ramps connecting to its east and west sides, respectively. The proposed interchange would shift New River Road from its existing intersection with Alternate Route 66 to north of the proposed highway alignment at a seventy degree angle. IL-53 is currently two lanes in this location; two additional through lanes and one turn lanes would be constructed in the proposed interchange area to accommodate increased traffic and on and off ramp turning movements.

1.2.2.2 Design Option 2: Direct Interchange at Riley Road (Diamond)

Design Option 2 would include the construction of an overpass at IL-53's existing intersection at New River Road, a conventional diamond interchange type at Riley Road, additional turn lanes, and new traffic signals. The elevated limited-access highway alignment would cross over Alternate Route 66 via an overpass near its current intersection with New River Road; no direct interchange would be located at IL-53. The overpass would be a single-span grade-separated bridge, approximately 160 feet in length, approximately 23 feet above IL-53 at its highest point. New River Road would be shifted north approximately 400 feet to accommodate the proposed alignment and would form a new intersection with IL-53. The overpass carrying the highway alignment would return to grade level east of Alternate Route 66 and connect to a diamond type interchange at Riley Road, approximately 1 mile east of Alternate Route 66. Additionally, a traffic signal would be installed at the intersection with South Arsenal Road, located approximately 2,100 feet north of the overpass. Riley Road would be fully reconstructed between South Arsenal Road and Wilmington-Peotone Road.

1.2.2.3 Design Option 3: Direct Interchange at Riley Road (Modified Parclo)

Design Option 3 would include the construction of an overpass at IL-53's existing intersection at New River Road and a modified partial cloverleaf type interchange at Riley Road. The elevated limited-access highway alignment would cross over Alternate Route 66 via an overpass near its current intersection with New River Road; no direct interchange would be located at IL-53. The overpass would be a single-span grade-separated bridge, approximately 160 feet in length, approximately 23 feet above IL-53 at its highest point. New River Road would be shifted north approximately 400 feet to accommodate the proposed alignment and would form a new intersection with IL-53. The overpass carrying the highway alignment would return to grade level east of South Riley Road and connect to a modified partial cloverleaf type interchange at Riley Road, approximately 1 mile east of Alternate Route 66. The modified partial cloverleaf interchange would be constructed at grade with an overpass carrying the proposed mainline over South Riley Road. This interchange type would consist of westbound traffic following the standard diamond type interchange with on and off ramps located on the north side of the alignment and connecting to the east and west sides of South Riley Road. The eastbound traffic ramps would be located on the south side of the alignment and would form cloverleaf ramps on the west side of South Riley Road. This option avoids crossing through a farm located on the east side of South Riley Road, just south of the alignment. Additional turn lanes would be added to West Arsenal Road and West Peotone Road at South Riley Road, which would be completely reconstructed. Riley Road would be fully reconstructed between South Arsenal Road and Wilmington-Peotone Road.

1.2.2.4 Design Option 4: Interchange Offset from Riley Road

Design Option 4 would include the construction of an overpass at IL-53's existing intersection at New River Road, a diamond type interchange offset from Riley Road, two new access roads associated with the offset interchange, and the reconstruction of West Arsenal and West Peotone roads. The elevated limited-access highway alignment would cross over Alternate Route 66 via an overpass near its current intersection with New River Road; no direct interchange would be located at IL-53. The overpass would be a single-span grade-separated bridge, approximately 160 feet in length, approximately 23 feet above IL-53 at its highest point. New River Road would be shifted north approximately 400 feet to accommodate the proposed alignment and would form a new intersection with IL-53. The overpass carrying the highway alignment would return to grade level east of Alternate Route 66 and connect to a diamond type interchange, approximately 3,500 feet east of Alternate Route 66 and approximately 1,700 feet west of South Riley Road. The diamond type interchange would be constructed at grade with an overpass carrying the proposed realigned South Riley Road over the mainline. The interchange would consist of Illiana Corridor westbound ramps connecting to a realigned Riley Road located on the north side of the interchange. The realigned road would be approximately 4,800 feet in length and consist of a northbound and southbound lane terminating at South Arsenal Road to the north and tying in with the existing Riley Road approximately 2,400 feet south of the mainline. Illiana Corridor eastbound ramps would connect to the realigned Riley Road located on the south side of the interchange. The overpass carrying the proposed South

Riley Road over mainline would consist of a two-span grade-separated bridge that is approximately 230 feet in length. New turn lanes would be constructed along Arsenal Road where the realigned Riley Road ties in and new turn lanes would be constructed at the intersection of West Peotone and South Riley roads.

1.2.2.5 Design Option 5: Split Interchange at Old Chicago Road

Design Option 5 would include the construction of an overpass at IL-53's existing intersection at New River Road, an overpass carrying the Illiana Corridor over South Riley Road, and a split diamond type interchange offset at Old Chicago Road. The elevated limited-access highway alignment would cross over Alternate Route 66 via an overpass near its current intersection with New River Road; no direct interchange would be located at IL-53. The overpass would be a single-span grade-separated bridge, approximately 160 feet in length, approximately 23 feet above IL-53 at its highest point. New River Road would be shifted approximately 400 feet to accommodate the proposed alignment and would form a new intersection with IL-53. The overpass carrying the highway alignment would return to grade level east of Alternate Route 66 and connect to a split diamond type interchange at Old Chicago Road, approximately 2.5 miles east of Alternate Route 66. The proposed interchange would consist of split access ramps separated by approximately 650 feet. The Illiana Corridor westbound ramps would be constructed on the north side of the proposed at-grade alignment, terminating at South Arsenal Road and located approximately 2.5 miles east of Alternate Route 66 and approximately 1,800 feet west of Old Chicago Road. The Illiana Corridor eastbound ramps would be constructed on the south side of the proposed at-grade alignment along the east and west sides of Old Chicago Road and located approximately 2.9 miles east of Alternate Route 66. An overpass carrying Old Chicago Road over the proposed highway would be constructed and consist of a two-span grade-separated bridge that is 230 feet in length.

1.2.2.6 Design Option 6: No Interchange at IL-53 or In Vicinity

Design Option 6 would consist of no interchange alternative at or in the vicinity of IL-53. Design Option 6 would consist of the proposed overpass described under Alternatives 1, 2, and 3 with the nearest interchanges located further west at I-55 and east at Wilton Center Rd/Co Hwy 43.

2.0 Efforts to Identify Historic Properties

The Illiana Corridor is subject to compliance with the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470 et seq.) and its implementing regulations (36 CFR 800). Specifically, Section 106 of the NHPA requires that the responsible Federal agency consider the effects of its actions on historic properties, which are properties listed in or determined eligible for listing in the NRHP, and provide the ACHP an opportunity to comment on the undertaking.

Per Section 106 requirements, the lead Federal agency, in consultation with the State Historic Preservation Officer (SHPO), develops the Area of Potential Effects (APE), identifies historic properties (i.e., NRHP-listed and NRHP-eligible) in the APE, and makes determinations of the proposed project's effect on historic properties in the APE. Section 106 regulations require the lead Federal agency consult with the SHPO and identified parties with an interest in historic resources during planning and development of the proposed project. The ACHP may participate in the consultation or may leave such involvement to the SHPO and other consulting parties. The ACHP, if participating, and SHPO are provided an opportunity to comment on the proposed project and its effects on historic properties. They participate in development of a Memorandum of Agreement (MOA) or Programmatic Agreement (PA) to avoid, minimize, or mitigate adverse effects, as applicable. Stipulations in a MOA or a PA must be implemented. If a National Historic Landmark (NHL) is located within the APE and would be adversely affected by the project, the Federal agency must also comply with Section 110(f) of the NHPA. Section 110(f) requires that the agency undertake, to the maximum extent possible, planning and actions to minimize harm to any adversely affected NHL and afford the ACHP an opportunity to comment. The ACHP regulations require that the National Park Service (NPS), an agency of the US Department of the Interior, be notified and invited to participate in the consultation involving NHLs. There are no NHLs located within the APE for this undertaking.

2.1 Area of Potential Effects

The APE is defined in Section 106 of the NHPA as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

During the Tier One Section 106 studies, FHWA consulted with the Illinois and Indiana SHPOs to develop a consistent project APE across both states for identification of built resources, landscapes, and archaeological resources more than 45 years of age. This consistent APE was identified in the Tier One study's PA and has been carried forward into the Tier Two study.

The APE for above-ground resources in Indiana and Illinois is based on the width of the 2,000-foot wide selected corridor, which contains the three proposed build alternatives,

and extends an additional mile north and south of the corridor's boundary to accommodate potential visual, noise, and vibration effects to historic properties. The APE's total width for above-ground resources is approximately 2.37 miles. The project architectural historians identified and evaluated above-ground resources more than 45 years of age within this APE.

The APE was revised in select areas as new project changes became available to accommodate the three build alternatives and areas where they are located outside of the original 2,000-foot-wide planning boundary; the I-55 and Lorenzo Road interchange; the widened footprint of the Wilton-Center Road interchange; and the shifted I-65 interchanges. The project architectural historians also completed identification of above-ground resources within these revised APE areas.

Maps depicting the APE, the project corridor and alternatives, and NRHP-listed and eligible historic properties are appended to this report (Appendix A).

2.2 Identification of Historic Properties

Historic properties are listed in or determined eligible for listing in the NRHP by applying the NRHP Criteria for Evaluation to evaluate a property's historic significance. The Criteria state that the quality of significance in American history, architectural, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that:

A. Are associated with events that have a made a significant contribution to the broad patterns of our history; or

B. Are associated with the lives of persons significant in our past; or

C. Embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Have yielded, or may be likely to yield, information important in prehistory or history.

Above-ground resources are typically evaluated under Criteria A, B, and C; Criterion D applies primarily to archaeological resources.

If a property is determined to possess historic significance, its integrity is evaluated using the following seven Aspects of Integrity to determine if it conveys historic significance: location, design, setting, materials, workmanship, feeling, and association. If a property possesses historic significance under one or more Criteria and retains integrity to convey its significance, the property was determined eligible for the NRHP during the Section 106 process of this project.

Prior to field survey, project architectural historians who meet the Secretary of the Interior's Professional Qualifications Standards conducted research to review the published literature and to identify and obtain sources of information pertinent to the history and architecture of Lake County, Indiana, and Will and Kankakee counties, Illinois. The architectural historians also identified and researched a variety of sources to inform the documentation and evaluation of previously and newly surveyed properties, which included but was not limited to, previously completed surveys, NRHP nominations, published county histories, and family histories. Current aerial imagery and property data as well as historical plat maps and aerial photography aided in determining an individual property's development and past ownership.

A field survey was undertaken by survey teams led by an architectural historian to identify any above-ground resources more than 45 years of age located in the APE that were not previously surveyed or evaluated for NRHP eligibility. For each property surveyed, the survey teams attempted to contact the property owners in order to enter the property. If access was not obtained, the historians conducted the survey from the public right-of-way if adequate photographs and observations regarding the property's characteristics could be made.

Project architectural historians made multiple site visits to the project area in 2012 and 2013 and utilized public records to identify all properties within the APE older than 45 years of age i.e., those built in 1967 or earlier. Properties 45 years of age or older (rather than the standard 50 year age limit) were evaluated to accommodate the Illiana Corridor's project schedule and to account for properties that may reach 50 years of age during the course of project planning and construction. Fieldwork commenced with an intensive-level survey, which entailed driving the entire APE to identify, photograph, and record field notes for all properties 45 years or older within the APE requiring detailed investigation.

Project documentation and historic property evaluation for each state were completed according to established SHPO standards in that state. In Illinois, all properties identified during the reconnaissance-level survey were documented in two separate photo logs, which also included mapping. The first photo log documented the 63 properties located in only the selected corridor and the second photo log documented 507 properties located in the APE but outside of the selected corridor. Both photo logs were submitted to the Illinois Department of Transportation (IDOT) Bureau of Design and Environment (BDE)'s Cultural Resources Unit staff for an initial review and screening of the surveyed resources. IDOT-BDE's staff identified those properties that were potentially eligible for listing in the NRHP and needed to be further researched and evaluated. Their findings were reviewed and finalized during a meeting with the SHPO on April 25, 2013 and documented in the "Illiana B3 Corridor – Assessment of Architectural Resources" memorandum dated May 1, 2013.

Following the identification of properties requiring additional consideration, one survey team led by an architectural historian completed additional intensive-level survey of those properties. Similar procedures to the earlier reconnaissance-level survey were

completed and the survey team also completed a photography log and recorded any observations regarding the physical characteristics of the buildings, structures, objects, or associated landscape elements.

In Indiana, additional research was completed to develop specific historic contexts as they applied to Lake County and the APE. Particular attention focused on township histories to gather information on surveyed properties and provide interpretive contexts in order to evaluate NRHP eligibility. These interpretive contexts focused on rural patterns of occupation, use, development, agricultural history, as well as significant architectural trends.

In both states, following identification and research of above-ground resources 45 years of age or older, as well as the guidance provided by the respective SHPOs, IDOT, and Indiana Department of Transportation (INDOT), the historians evaluated each surveyed property for NRHP eligibility. Properties were evaluated under NRHP Criteria A, B, and C for their architectural and historical significance; Criterion D was not applied as part of this assessment.

The project architectural historians inventoried 584 properties in Illinois and 259 properties in Indiana in the APE as part of this study. These numbers included four NRHP-listed properties (Eagle Hotel, Peotone Mill, and Alternate Route 66, Wilmington to Joliet in Illinois and Kingsbury-Doak Farmhouse in Indiana) and one previously determined NRHP-eligible property (Downtown Wilmington Historic District in Illinois). Of these inventoried properties, in consultation with IDOT, INDOT, and the SHPOs, 87 properties required additional research and evaluation of NRHP eligibility by the project architectural historians.

As a result of identification and evaluation efforts for this project, six individual historic properties and one historic district within the APE were initially recommended eligible for listing in the NRHP in the Historic Property Reports completed for Will County, Illinois and Lake County, Indiana:

- Soldiers' Widows' Laundry House, Wilmington, Illinois
- John R. Baskerville Farmstead, Wilmington, Illinois
- Stauffenberg Farmstead, Manteno, Illinois
- Will County Fairgrounds, Peotone, Illinois
- 2444 West Corning Road, Peotone, Illinois
- Beecher Mausoleum, Beecher, Illinois[1]
- Cutler Farm, Lowell, Indiana

[1] Following the determination of eligibility completed for the Illiana Corridor Section 106 process in July 2013, the Beecher Mausoleum was listed in the NRHP on September 18, 2013 as part of a separate effort.

The Indiana NRHP eligibility recommendation for Cutler Farm and the identification of the NRHP-listed Kingsbury-Doak Farmhouse in the APE received SHPO concurrence in a letter dated June 28, 2013. In a letter dated September 3, 2013, the Illinois SHPO concurred with all the NRHP eligibility recommendations except for the Soldiers' Widows' Laundry House and Stauffenberg Farmstead, which were determined not eligible for listing in the NRHP. In addition to these NRHP eligibility recommendations, the Illinois SHPO determined that five other properties were also eligible for listing in the NRHP:

- Rodney Bowen Farmstead, Wilmington, Illinois
- John P. Lynott Summer House, Wilmington, Illinois
- Stone Farmstead, Wilmington, Illinois
- Andrew Markert House, Wilmington, Illinois
- Howard Hyde House, Wilmington, Illinois

THIS PAGE INTENTIONALLY LEFT BLANK

3.0 Consultation

In consultation with FHWA, IDOT, and INDOT, the project architectural historians met with the respective SHPOs and consulting parties to discuss and provide comments on the Section 106 findings of NRHP eligibility determinations, preliminary assessment of effects, and the resolution of adverse effects.

3.1 Will County Historic Preservation Commission Meetings

On May 1, 2013 and November 6, 2013, the Will County Historic Preservation Commission invited FHWA and IDOT to present an overview of the project to date and provide an opportunity for the commission to comment and ask questions at their monthly meeting. At the May meeting, the Section 106 process and historic properties investigations to date were summarized and the timeline for the NEPA and Section 106 processes, including upcoming meetings and opportunities to provide formal comment, was provided. At the November meeting, IDOT presented an update on the properties determined eligible for inclusion in the NRHP by the Illinois SHPO, an overview of responses to consulting parties' comments received on the eligibility determinations contained in the historic property reports, and the potential project effects to historic properties. In particular, the potential project effects discussion focused on Alternate Route 66 and the proposed interchange design options in its vicinity and avoidance alternatives developed in Section 3 due to the project's proximity to the John P. Lynott Summer House, Stone Farmstead, and Andrew Markert House.

3.2 May 29, 2013 Section 106 Consulting Parties Meeting on Alternate Route 66

On May 29, 2013, a Section 106 consulting parties meeting was held by teleconference with the Illinois SHPO, the Illinois Route 66 Scenic Byway organization, the Route 66 Association of Illinois organization, FHWA, and IDOT to discuss the various interchange design options being considered in the Tier Two studies for the NRHP-listed Alternate Route 66, Wilmington to Joliet. Each interchange design option was presented and the consulting parties provided comments on the proposed designs. The consulting parties favored Design Option 2 and proposed the project team also consider an additional interchange at Cedar Road/Wilton-Center Road to alleviate long-term traffic impacts to Alternate Route 66. The consulting parties also favored incorporating a context-sensitive, historic architectural treatment to the bridge carrying the Illiana Corridor over Alternate Route 66 as a measure to minimize or mitigate adverse effects to the historic property. Following the meeting, the Illinois Route 66 Scenic Byway organization summarized their concerns and preferred interchange design option in a letter dated June 3, 2013.

3.3 July 31, 2013 and August 1, 2013 Section 106 Consulting Parties Meetings

On July 31, 2013 and August 1, 2013, separate Section 106 consulting parties meetings were held near the project corridor for the Indiana and Illinois consulting parties in Hebron, Indiana, and Beecher, Illinois, respectively. Representatives from FHWA, IDOT, and INDOT attended the meetings in person and by teleconference; a representative from the Indiana SHPO also attended the July 31, 2013 meeting. At each meeting, the project architectural historians presented and discussed an overview of the project and its timeline; the Section 106 process, including the role of consulting parties, the delineation of the APE, the NRHP evaluation criteria, the criteria of adverse effect, and the resolution of adverse effects; the recommended NRHP determinations of eligibility for each state; and the preliminary assessment of effects to NRHP-listed and recommended NRHP-eligible historic properties based on current project information.

3.3.1 July 31, 2013 Hebron, Indiana Meeting

At the Indiana meeting, consulting parties raised concerns for resources located near the project footprint, and asked the project team to explain the archaeological process and NRHP evaluation process. Specifically, they asked about the archaeological studies completed to-date, in the areas around West, Cedar, and Eagle creeks. This included questions about previously completed excavations and studies in or near the project corridor; the identification, evaluation, and recovery processes of Native American artifacts and remains; and the effects of run-off and other project-related impacts to archaeological resources. The project team explained that the Wet Creek area did not retain a high concentration of artifacts in the proposed corridor footprint. This conclusion was made following the completion of survey, additional investigation, shovel testing, and examining area landowners' artifact collections. Though some artifacts were found, the density and artifact types did not meet the criteria for NRHP eligibility. Based on survey and landowner interviews, the project archaeologists recommended specific sites for additional fieldwork; the significance of these sites would have to be evaluated per the NRHP criteria as part of the next phase of archaeological study. The consulting parties stated that the potential to find significant artifacts in the project area should be the number one priority. The project team explained the state and federal regulations regarding Section 106 process and the archaeological investigations.

Consulting parties asked about considerations for centennial farms in the Section 106 evaluation process. The project team explained that properties designated as centennial farms and located in the APE were evaluated for their historic and architectural significance using NRHP criteria, as required by Section 106; however the centennial farm program is an honorary designation that is not equivalent to the NRHP evaluation criteria under Section 106. Consulting parties also asked about the NRHP eligibility evaluations of farms and farmsteads, and how rural districts were examined. The project team explained that buildings were examined individually, collectively as a farmstead, and a combination of the buildings and landscape. To determine districts based on family associations, plat maps were examined and the extant agricultural

buildings were evaluated. If the individual buildings or collection of buildings did not retain architectural integrity to sufficiently convey the property's historical significance, then the property was not determined NRHP eligible.

Consulting parties were also concerned about project team's outreach to landowners and Native American tribes. The project team responded that all landowners were contacted and FHWA has contacted all federally recognized tribes with an interest in the region and proposed project. The tribes did not respond to this consulting parties meeting invitation, but FHWA has continued to keep the tribes informed of the project and invited them to participate at all meetings.

The consulting parties also raised questions regarding the noise and vibration assessment, and their potential effects to all types of properties within the corridor, not just historic properties. The project team explained that the noise analysis was still being completed and would be incorporated into the final effects assessment for historic properties and the overall environmental studies.

The meeting concluded with an explanation of the next steps in the Section 106 process as well as the project timeline. Consulting parties were encouraged to contact members of the project team with data concerning historic properties, or questions and concerns.

3.3.2 August 1, 2013 Beecher, Illinois Meeting

At the Illinois meeting consulting parties raised concerns primarily regarding the eligibility of locally designated landmarks located within the APE. Several of these properties had been determined eligible for inclusion in the NRHP or as a local landmark in previous surveys, specifically along Kankakee River Drive and Widows Road. These properties would be potentially impacted by the proposed project, and they were not recognized or determined as NRHP-eligible in the Illiana Corridor Historic Properties Reports (July 2013) for the Illinois portion of the project; this included seven properties. The project team explained that many of these properties did not retain sufficient architectural integrity to convey their historic significance, and therefore, were not eligible for inclusion in the NRHP. The project team asked the consulting parties to provide additional information regarding the properties in question, and they would be further evaluated with guidance from the Illinois SHPO. The consulting parties were also concerned about the eligibility of centennial farms. The project team explained the process for evaluating centennial farms, which is an honorary designation. The seven aspects of integrity defined in NRHP bulletins were also explained in detail.

The consulting parties asked why several properties that are listed in the NRHP were not included in the survey, and whether the APE boundaries could be expanded. The project team explained the APE delineation process, and the reasons for not including or evaluating properties outside the APE.

Noise and vibration concerns were also raised at this meeting. The project team explained that the noise analysis was still being completed, but that data would be incorporated into the final effects assessments and EIS.

The meeting concluded with an explanation of the next steps in the Section 106 process as well as the project timeline. Consulting parties were encouraged to contact members of the project team with data regarding historic properties, or questions and concerns.

3.4 Illinois SHPO Consultation

On October 23, 2013 and November 6, 2013, Section 106 consultation meetings with the Illinois SHPO were held by teleconference to discuss the project's potential effects to historic properties, particularly those properties located in the vicinity of the proposed Kankakee River crossing. At the October 2013 meeting, FHWA presented the potential adverse effects of Alternatives 1, 2, and 3 to the John P. Lynott Summer House. Additionally, the meeting included discussion of the potential adverse effect of IL-53 Design Option 1 and the potential no adverse effect of Alternatives 1, 2, and 3 and Design Options 2, 3, 4, 5, and 6 to Alternate Route 66. For the John P. Lynott Summer House, the SHPO agreed there may be an adverse effect to the property under the existing proposed alternatives and requested that additional alternatives be considered, if feasible, to avoid and minimize potential effects to the property. The SHPO also requested that the property's boundaries and significance be considered further in the effects evaluation. For Alternate Route 66, the SHPO agreed with the preliminary determination that the direct interchange proposed under Design Option 1 would cause adverse effects to the historic road and that Alternatives 1, 2, and 3 and Design Options 2, 3, 4, 5, and 6 would have no adverse effect to the historic road due to the existing alterations to the road in that area and no direct interchange proposed at Alternate Route 66.

At the November 2013 meeting, FHWA presented the John P. Lynott Summer House's proposed NRHP boundary and the revised Alternatives 3A, 3B, and 3F in Section 3 of the DEIS for discussion and comment. The SHPO agreed with the NRHP boundaries proposed in the "Memorandum: John P. Lynott Summer House NRHP Boundary Revision (November 6, 2013)" and requested that similar memorandums be completed for the Stone Farmstead and Andrew Markert House properties given their proximity to the proposed Kankakee River crossing and elevated alignment in Section 3 (see Appendix B for the NRHP boundary memorandums). Based on the plan drawings and cross-sections of the revised sectional alternatives as well as the proposed reforestation and screening measures in this area to minimize the potential visual effects of the alternatives, the Illinois SHPO agreed that the Alternatives 1, 2, and 3 (which include the revised sectional alternatives), and in particular Alternative 1, would have no adverse effect to the John P. Lynott Summer House should that alternative be chosen.

4.0 Undertaking's Effects on Historic Properties

4.1 Methodology

Effects assessments were based on the criteria of adverse effect as defined in 36 CFR 800.5, "Assessment of adverse effects." According to this portion of the regulations, the criteria of adverse effect are defined as follows:

> An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

Examples of adverse effects are identified in 36 CFR 800.5 and include, but are not limited to, the following:

- Physical destruction of or damage to all or part of the property
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines
- Removal of the property from its historic location
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance

NRHP bulletins do not address assessments of effects, as effects evaluations are related to the Section 106 process and not the Section 110 process in which the National Register guidance is more commonly used. However, crucial information on integrity

assessments (used for eligibility determinations) provides insight regarding what each aspect of integrity entails and how each aspect relates to the select National Register criteria for eligibility. As described above, retention of relevant aspects of integrity is critical to a property's significance under the NRHP Criteria for Evaluation. The National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (NPS 1997) identifies the aspects of integrity and describes their relevance to the NRHP Criteria for Evaluation. The seven aspects of integrity are described in the bulletin as follows:

Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons.

Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related.

Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historical role. It involves *how*, not just where, the property is situated and its relationship to surrounding features and open space. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.

The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as: topographic features (a

gorge or the crest of a hill); vegetation; simple manmade features (paths or fences); and relationships between buildings and other features or open space. These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its *surroundings*. This is particularly important for districts.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place. A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character.

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character.

According to guidance found in *How to Apply the National Register Criteria for Evaluation*, different aspects of integrity may be more or less relevant dependent on why a specific historic property was listed in, or determined eligible for listing in, the NRHP. For example, a property that is significant for its historic association (Criteria A or B) is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s). A property determined eligible under Criteria A or B ideally might retain some features of all aspects of integrity, although aspects such as design and workmanship might not be as important.

A property important for illustrating a particular architectural style or construction technique (Criterion C) must retain most of the physical features that constitute that style or technique. A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style. A property significant under Criterion C must retain those physical features that characterize the type, period, or method of construction that the property represents. Retention of design, workmanship, and materials will usually be more important than location, setting, feeling, and association. Location and setting will be important for those properties whose design is a reflection of their immediate environment (such as designed landscapes).

For a historic district to retain integrity, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished. In addition, the relationships among the district's components must be substantially unchanged since the period of significance.

In some cases, select aspects of integrity are currently and substantially compromised by prior undertakings not related to the current project. These changes may have been made prior to determinations of eligibility or since these determinations were made.

Because of common misunderstandings regarding the application of the criteria of adverse effects to historic properties, it is necessary to clearly state that just because project components may be visible from a historic property, this does not necessarily constitute an adverse effect. Factors considered for resources that fall into this category include proximity of the proposed build alternatives and design options to the historic property, the significance of viewsheds as indicated in prior documentation (including earlier documentation and more recent updates), and the overall importance of integrity of setting to the historic property's determination of eligibility. In most cases, the build alternatives and design options proximity to a historic property is not considered an adverse effect due to the presence of intervening elements such as dense vegetation, buildings, and/or topography.

Conversely, adverse effect determinations tended to result when the build alternatives bisected historic properties where integrity of setting remained intact or when the build alternatives or design options physically impacted the historic property where integrity of design, workmanship, and materials remained intact. Generally, in these cases, the build alternatives adversely affected integrity of setting, feeling, association, design, workmanship, and materials. Prior documentation for historic properties was reviewed to determine under which Criteria for Evaluation a property was deemed eligible for the NRHP, which historic characteristics and features of a property qualified it for eligibility, and which areas of integrity were most relevant to the eligibility determination and to what degree the property retains them.

As part of the current assessment of effects, information available for each historic property was reviewed to determine if the setting within and/or outside of the historic boundary, as well as viewsheds to and from each property, was historically significant and contributed to the property's eligibility. Using the same information, a determination was made regarding which aspects of integrity were most critical to a historic property's NRHP eligibility.

To determine project effects, architectural historians conducted site visits to each historic property and reviewed project plans, proposed interchange and overpass designs, and additional photo documentation. Following guidelines set forth in 36 CFR 800 and supported by information on integrity set forth in the National Register Bulletin *How to Apply the National Register Criteria for Evaluation*, the following findings were used to assess project effects to historic properties:

- ***No Effect:*** Per 36 CFR 800.4(d)(1), an undertaking may have no effect to historic properties present in the APE, and a finding of "No Effect" may be determined for an undertaking. This finding indicates that an undertaking would not alter any aspects of integrity for any historic properties. This rationale has been used to assess effects to historic properties within the APE for which there would be no direct physical impact and there would be no visual impact due to distance and intervening elements, such as topography, vegetation, and structures.
- ***No Adverse Effect:*** Per 36 CFR 800.5(b), an undertaking may be determined to have "No Adverse Effect" to historic properties if the undertaking's effects do not meet the criteria of adverse effect as described above. If project implementation would alter a specific aspect of integrity for a historic property but the effect would not alter a characteristic that qualifies that resource for inclusion in the NRHP in a manner that diminishes the significant aspect of integrity, then the finding for that aspect of integrity is "No Adverse Effect."
- ***Adverse Effect:*** An adverse effect is determined if the undertaking would alter a characteristic that qualifies that contributing resource for inclusion in the NRHP in a manner that diminishes the significant aspect(s) of integrity.

4.2 Noise Analysis

A noise analysis was completed for the three build alternatives as part of the Tier Two DEIS; it is included in the Illiana Corridor Tier Two DEIS as the *Noise Analysis Report* (November 2013). The noise study was conducted in accordance with both the IDOT Noise Analyses policy (Chapter 26-6, BDE Manual, 2011), for the roadway portions in Illinois and INDOT Traffic Noise Analysis Procedure (2011), for the roadway portions in Indiana. While both policies are based on FHWA noise regulations, 23 CFR Part 772 "Procedures for Abatement of Highway Traffic Noise and Construction Noise," there are differences between the two states in some of the details of how these procedures are implemented. They differ particularly in what threshold constitutes a substantial noise level increase and in the methodology employed to determine sound barrier cost and acoustic effectiveness. Noise impacts were determined by comparing project traffic

noise level limits to the FHWA Noise Abatement Criteria (NAC), which establishes noise levels limits for five land use categories; the predominant land use in the noise study area is single-family residential.

To determine potential traffic noise impacts in Illinois, the IDOT *Highway Traffic Noise Assessment Manual* suggests selecting receptor sites by completing an initial review of all land uses within 500 feet of the proposed roadway improvement. Highway traffic noise is not generally a dominant noise source at distances greater than 500 feet. However, if there are sensitive receptors identified further than 500 feet from the roadway, these sites should be considered on a case-by-case basis in the traffic noise analysis, dependent upon the sensitivity of the receptor (e.g., nursing home). In Indiana, the INDOT Noise Policy states that all land use activity categories for receptors within 500 feet of the edge of the outside travel lane must be identified. If it is shown that potential traffic noise impacts could occur at a distance greater than 500 feet, then the noise analysis can be extended to 800 feet. Traffic noise analysis of receptors beyond 800 feet from the outside travel lane should not be conducted because the FHWA Traffic Noise Model Version 2.5 (TNM 2.5) model does not provide accurate prediction of noise levels beyond that distance; for this reason, a noise analysis was not completed for the nine NRHP-listed and eligible historic properties located outside of the 800-foot noise study area.

Four NRHP-listed and eligible historic properties are located within the 800-foot noise study area and noise impacts by alternative were assessed for each property (Table 4-1). Although a portion of Alternate Route 66, Wilmington to Joliet is located within the noise study area, it is not considered a noise sensitive site as an existing roadway, and therefore, a noise analysis was not completed for this historic property. The John P. Lynott Summer House is expected to experience an increase in noise levels due to its proximity to the proposed alignment; while the other three historic properties would experience changes in noise levels, they are not substantial increases exceeding the FHWA NAC.

FHWA regulations state that noise abatement should be considered when predicted future build noise levels approach or exceed the NAC, or when the build noise levels are found to result in a substantial increase over comparable existing noise levels. Potential noise abatement measures may include; traffic system management measures, alignment modification, property acquisitions, land use controls, and noise barriers. In most cases, noise barriers provide the most feasible, reasonable, most acoustically effective abatement measure and, therefore, per IDOT and INDOT Policy, only barriers were evaluated for noise mitigation. For the barriers to be feasible as a mitigation measure, they must satisfy the design goal requirement of reducing noise levels at one receiver by at least 8 dB(A) (IDOT) and 7 dB(A) (INDOT) and achieve a cost per benefitted that is reasonable, below $37,000 for IDOT and below $30,000 for INDOT. The noise barrier analysis determined that none of the evaluated sound barriers were found to be either reasonable or feasible.

Table 4-1. Historic Properties and Noise Impacts by Alternative

Survey ID	Name and NRHP Status	Address	Existing Noise Level in dB(A)	Alternative	Calculated Build Noise Level in dB(A)	Change in Noise Level in dB(A)	Noise Impact Type
17	John P. Lynott Summer House *Determined NRHP Eligible 2013*	22574 West Kankakee River Drive, Wilmington, Wilmington Township, IL	46	1	65	+19	Substantial Increase
				2	65	+19	Substantial Increase
				3	64	+18	Substantial Increase
53	Stone Farmstead *Determined NRHP Eligible 2013*	22432 West Kankakee River Drive, Wilmington, Wilmington Township, IL	46	1	58	+12	None
				2	53	+7	None
				3	60	+12	None
167	Howard Hyde House *Determined NRHP Eligible 2013*	20221 West Arsenal Road, Wilmington, Florence Township, IL	50	1	58	+8	None
				2	58	+8	None
				3	58	+8	None
182	John R. Baskerville Farmstead *Determined NRHP Eligible 2013*	19076 West Peotone Road, Wilmington, Florence Township, IL	50	1	55	+5	None
				2	55	+5	None
				3	55	+5	None

4.2.1 Construction Noise

Trucks and machinery used for construction produce noise which may impact some land uses and activities during the construction period. At varying times, during the construction phase of the proposed project, residents living adjacent to the alignment would experience perceptible construction noise. The contractor will be required to implement mitigation measures that will minimize or eliminate construction noise exposure on the adjacent communities. Furthermore, for all construction activities in Illinois, the contractor will be required to comply with IDOT's *Standard Specifications for Road and Bridge Construction* as Article 107.35 (IDOT, 2012b) and in Indiana, the INDOT Noise Policy states, "INDOT will be sensitive to local needs and may make adjustments to work practices in order to reduce inconvenience to the public."

4.3 Avoidance Alternatives, Planning to Minimize Effects, and Mitigation

Per 36 CFR 800.6, findings of adverse effect to historic properties require that efforts to resolve such effects must be undertaken by developing and evaluating alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects. Throughout the course of the project, planners and design staff were made aware of the historic and architectural significance of the historic properties within the APE. Efforts were made to avoid physical impacts to historic properties by shifting the proposed alternatives when possible and introducing design options. For Alternate Route 66, six design options were proposed to avoid and/or minimize impacts to the historic road. The design options include an overpass with no interchange, a direct interchange at the road, and an overpass with interchanges offset east of the historic road at Riley Road or Old Chicago Road.

For the John P. Lynott Summer House, as well as the Stone Farmstead and Andrew Markert House, sectional Alternatives 3A, 3B, and 3F were revised in DEIS Section 3 to avoid and minimize visual impacts due to the proposed elevated alignment associated with the Kankakee River crossing in the vicinity of these properties. The preliminary engineering and analysis of alternatives resulted in a shifted and reduced footprint of the alternatives in this location in order to avoid and minimize impacts to these resources based on each property's remaining aspects of integrity that convey its historic significance and consultation with the Illinois SHPO. As a result, Alternatives 1, 2, and 3 (which include the revised sectional alternatives) avoid potential adverse effects to the John P. Lynott Summer House, Stone Farmstead, and Andrew Markert House due to their revised narrower footprints, reduced medians, and screening measures to obscure views to and from the alternatives.

Based on the evaluations contained in this report, as well as project requirements and other planning and environmental constraints, project planners and designers will make all possible efforts to avoid and/or minimize adverse effects to historic properties.

To determine if any historic properties within the project's APE would be affected by the Illiana Corridor, documentation was reviewed for all NRHP-listed and eligible properties within the APE; project plans were reviewed; and additional field visits were taken to each historic property. Using the criteria of adverse effect established in 36 CFR 800.5(a)(1) and guidance found in *How to Apply the National Register Criteria for Evaluation*, each historic property was evaluated to determine if implementation of the Illiana Corridor would alter any historically significant characteristics or features of each historic property by diminishing relevant aspects of that property's historic integrity.

Indirect and cumulative effects to historic properties have also been considered; such effects may include reasonably foreseeable land use changes.

4.4 Future Project Refinement and/or Changes

Future project refinements and/or changes that would affect determinations made in this report, including efforts to avoid and/or minimize identified adverse effects, will be coordinated with the SHPO through appropriate documentation (supplemental reports and/or technical memoranda). All such documentation will be provided to consulting parties for comment.

THIS PAGE INTENTIONALLY LEFT BLANK

5.0 Effects to NRHP-Listed and Eligible Properties

This section contains the individual draft effects assessments for each NRHP-listed and eligible historic property within the APE by state. The effects of each alternative and design option to each historic property were evaluated. In general, the three alternatives follow the same alignment and are therefore discussed together. Where the alternatives diverged in the vicinity of a historic property, the effects of each alternative were assessed.

Based on current project information and technical study data, FHWA's preliminary Section 106 effect determination is that the Illiana Corridor will have no effect to the Rodney Bowen House, Eagle Hotel, Downtown Wilmington Historic District, Howard Hyde House, Peotone Mill, Will County Fairgrounds, Beecher Mausoleum, Cutler Farm, and Kingsbury-Doak Farmhouse. It will have no adverse effect to the John P. Lynott Summer House, Stone Farmstead, Andrew Markert House, John R. Baskerville Farmstead, and Farmhouse at 2444 West Corning Road. The project will have an adverse effect to Alternate Route 66, Wilmington to Joliet under IL-53 Design Option 1. The project will have no adverse effect to Alternate Route 66 under Design Options 2, 3, 4, 5, and 6. In the selection of the Illiana Corridor Preferred Alternative in the Tier Two Draft Environmental Impact Statement (DEIS), IL-53 Design Option 1 has been dismissed from further consideration as an interchange option for the Illiana Corridor and is not recommended to be carried forward because there are feasible and prudent alternatives that avoid Alternate Route 66 and do not have an adverse effect to the historic road. Therefore, FHWA has made a preliminary effect determination of **no adverse effect** for the Illiana Corridor.

Table 5-1 summarizes the draft effect assessments for NRHP-listed and eligible historic properties by alternative and design option. Detailed draft effects assessments, maps, and viewshed photographs of each historic property follow.

FHWA is seeking consulting party, public, and Illinois and Indiana SHPO comments on the effects assessment to historic properties during the Draft EIS public comment period.

THIS PAGE INTENTIONALLY LEFT BLANK

Table 5-1. Historic Properties within the Illiana Corridor Area of Potential Effects

Survey ID	Name and Address	NRHP Status and Criteria	Determination of Effect[2]									Photograph
			Alternative 1	Alternative 2	Alternative 3	IL-53 Design Option 1	IL-53 Design Option 2	IL-53 Design Option 3	IL-53 Design Option 4	IL-53 Design Option 5	IL-53 Design Option 6	
Will County, Illinois												
138	Rodney Bowen House 725 Widows Road, Wilmington, Wilmington Township, IL	*Determined NRHP Eligible 2013* Eligible under B and C for its association with Will County pioneer Albert W. Bowen and as good local example of the Italianate style	No effect	No effect	No effect	--	--	--	--	--	--	
17	John P. Lynott Summer House 22574 West Kankakee River Drive, Wilmington, Wilmington Township, IL	*Determined NRHP Eligible 2013* Eligible under C as a good local example of a Craftsman-style summer house	No adverse effect: No direct impact to resource or adverse effect to integrity	No adverse effect: No direct impact to resource or adverse effect to integrity	No adverse effect: No direct impact to resource or adverse effect to integrity	--	--	--	--	--	--	
53	Stone Farmstead 22432 West Kankakee River Drive, Wilmington, Wilmington Township, IL	*Determined NRHP Eligible 2013* Eligible under C as good local example of a vernacular farmstead with a limestone-clad farmhouse with Greek Revival-influences and a limestone-clad smokehouse	No adverse effect: No direct impact to resource or adverse effect to integrity	No adverse effect: No direct impact to resource or adverse effect to integrity	No adverse effect: No direct impact to resource or adverse effect to integrity	--	--	--	--	--	--	

[2] -- assessments of effect were not completed for individual historic properties not located near or in proximity to the proposed IL-53 Design Options

Survey ID	Name and Address	NRHP Status and Criteria	Determination of Effect[2]								Photograph
			Alternative 1	Alternative 2	Alternative 3	IL-53 Design Option 1	IL-53 Design Option 2	IL-53 Design Option 3	IL-53 Design Option 4	IL-53 Design Option 5	IL-53 Design Option 6	
54	Andrew Markert House 22400 West Kankakee River Drive, Wilmington, Wilmington Township, IL	*Determined NRHP Eligible 2013* Eligible under A and C as modest Italianate-influenced house associated with former Markert Company and Brewery and Wilmington's late nineteenth century industrial development	No adverse effect: No direct impact to resource or adverse effect to integrity	No adverse effect: No direct impact to resource or adverse effect to integrity	No adverse effect: No direct impact to resource or adverse effect to integrity	--	--	--	--	--	--	
160	Eagle Hotel 100-104 Water Street, Wilmington, Wilmington Township, IL	*NRHP Listed 1994* Listed under A and C for association with commercial and transportation development of Wilmington as an example of mid-nineteenth century commercial architecture	No effect	No effect	No effect	--	--	--	--	--	--	
159	Downtown Wilmington Historic District Roughly bounded by South Water Street between Van Buren and Jefferson, and Jackson between Water and North Main Wilmington, Wilmington Township, IL	*Determined NRHP Eligible Date Unknown* Eligible under A and C as representation of the commercial development of Wilmington, and building examples of nineteenth century styles and construction methods	No effect	No effect	No effect	--	--	--	--	--	--	

Survey ID	Name and Address	NRHP Status and Criteria	Determination of Effect[2]									Photograph
			Alternative 1	Alternative 2	Alternative 3	IL-53 Design Option 1	IL-53 Design Option 2	IL-53 Design Option 3	IL-53 Design Option 4	IL-53 Design Option 5	IL-53 Design Option 6	
13	Alternate Route 66, Wilmington to Joliet IL-53 between Wilmington and Joliet, Wilmington Township, IL	*NRHP-Listed 2006* Listed under A and C as an important transportation link in the Route 66 national highway, and as an example of period road engineering	No adverse effect: No direct impact to resource or adverse effect to integrity	No adverse effect: No direct impact to resource or adverse effect to integrity	No adverse effect: No direct impact to resource or adverse effect to integrity	Adverse effect: Property acquisition within NRHP boundary; adverse effect to design, workmanship, materials. Visual adverse effect to setting, feeling, and association by overpass and turn lanes within NRHP boundary	No adverse effect: No direct impact to resource or adverse effect to integrity	No adverse effect: No direct impact to resource or adverse effect to integrity	No adverse effect: No direct impact to resource or adverse effect to integrity	No adverse effect: No direct impact to resource or adverse effect to integrity	No adverse effect: No direct impact to resource or adverse effect to integrity	
167	Howard Hyde House 20221 West Arsenal Road, Wilmington, Florence Township, IL	*Determined NRHP Eligible 2013* Eligible under C, Criteria Consideration B as a local example of a moved vernacular house with American Foursquare and Renaissance Revival form and style influences	No effect	No effect	No effect	--	No effect	No effect	--	--	--	
182	John R. Baskerville Farmstead 19076 West Peotone Road, Wilmington, Florence Township, IL	*Determined NRHP Eligible 2013* Eligible under A for association with late nineteenth and early twentieth century farming	No adverse effect: No direct impact to resource or adverse effect to integrity	No adverse effect: No direct impact to resource or adverse effect to integrity	No adverse effect: No direct impact to resource or adverse effect to integrity	--	--	--	--	No adverse effect: No direct impact to resource or adverse effect to integrity	--	

Survey ID	Name and Address	NRHP Status and Criteria	Determination of Effect[2]									Photograph
			Alternative 1	Alternative 2	Alternative 3	IL-53 Design Option 1	IL-53 Design Option 2	IL-53 Design Option 3	IL-53 Design Option 4	IL-53 Design Option 5	IL-53 Design Option 6	
451	Peotone Mill 433 West Corning Avenue, Peotone, Peotone Township, IL	*NRHP-Listed 1982* Listed under A and C for its association with local agriculture and economic development, and as an excellent example of a Holland Plan windmill	No effect	No effect	No effect	--	--	--	--	--	--	
340	Will County Fairgrounds 710 South West Street, Peotone, Peotone Township, IL	*Determined NRHP Eligible* Eligible under A for historically significant association as county agricultural and recreational fair that contributed to promotion and development of agriculture in Will County	No effect	No effect	No effect	--	--	--	--	--	--	
416	Farmhouse at 2444 West Corning Road 2444 West Corning Road, Peotone, Will Township, IL	*Determined NRHP Eligible 2013* Eligible under C as a good local example of a nineteenth century Queen Anne style farmhouse	No adverse effect: No direct impact to resource or adverse effect to integrity	No adverse effect: No direct impact to resource or adverse effect to integrity	No adverse effect: No direct impact to resource or adverse effect to integrity	--	--	--	--	--	--	
440	Beecher Mausoleum Horner Lane and South Hillcrest Road, Beecher, Washington Township, IL	*NRHP-Listed 2013* Listed under A and C for its association with the community mausoleum movement as a Neoclassical-style mausoleum	No effect	No effect	No effect	--	--	--	--	--	--	

Survey ID	Name and Address	NRHP Status and Criteria	Determination of Effect[2]									Photograph
			Alternative 1	Alternative 2	Alternative 3	IL-53 Design Option 1	IL-53 Design Option 2	IL-53 Design Option 3	IL-53 Design Option 4	IL-53 Design Option 5	IL-53 Design Option 6	
Lake County, Indiana												
72	Cutler Farm 15504 Morse Street, Lowell, Cedar Creek Township, IN	*Determined NRHP Eligible 2013* Eligible under A for association with early twentieth century dairy farming in Lake County	No effect	No effect	No effect	--	--	--	--	--	--	
235	Kingsbury-Doak Farmhouse 4411 East 153rd Avenue, Hebron, Eagle Creek Township, IN	*NRHP-Listed 2005* Listed under C as a good example of an Italianate-style farmhouse	No effect	No effect	No effect	--	--	--	--	--	--	

THIS PAGE INTENTIONALLY LEFT BLANK

5.1 #138 Rodney Bowen House

See Appendix A and Figure 5-1 through Figure 5-6.

The ca. 1858 Rodney Bowen House at 725 Widows Road is a two-story Italianate-style house characterized by a low-pitched hipped roof with wide, overhanging eaves supported by decorative scroll brackets; tall, narrow windows; and a rectangular gable-roof cupola. The house is altered by several additions that include a wrap-around porch that encompasses the facade's first story, a flat-roof one-story addition on the south side elevation, a west rear elevation addition with a roof dormer, and a large one-story porch on the west rear elevation. The house and its additions have a fieldstone foundation and are clad in painted brick; the south side elevation addition and cupola are clad in replacement vinyl siding. The majority of its windows are one-over-one, double-hung, wood or replacement vinyl-sashes; the basement has wood awning windows and the cupola has sliding vinyl windows.

The Rodney Bowen House is eligible for listing in the NRHP under Criterion B for its association with Albert W. Bowen, an early settler of the area and locally prominent citizen, and his son Rodney Bowen, who erected the house; and under Criterion C as a good local example of a modest Italianate-style house. The house retains its integrity of location and setting. Despite some alterations to the house, it retains integrity of design, materials and workmanship through its form, massing, and original materials which convey its architectural style. It also retains its feeling as an Italianate-style house and its association with that style and Albert W. Bowen and his son Rodney Bowen. The historic property boundaries include the house and surrounding land, which includes non-contributing outbuildings.

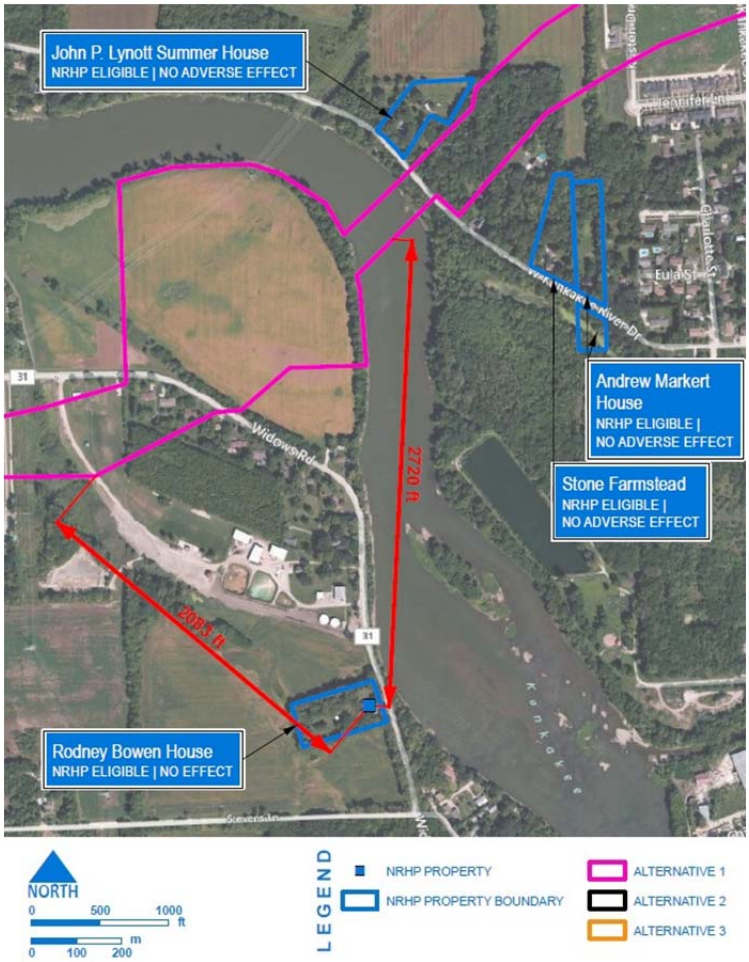
Near the Rodney Bowen House, three potential alternatives are currently under consideration. On the west side of the Kankakee River, the footprints of Alternatives 1 and 3 would follow the same alignment along the south side of Widows Road. West of Bobcat Field, the alternatives would diverge with Alternative 1 continuing over Bobcat Field before crossing northeast over Widows Road and Alternative 3 continuing more northerly and crossing over Widows Road before Bobcat Field. The Alternative 3 footprint would be located approximately 85 feet north of the Alternative 1 footprint. At the Kankakee River, the Alternative 3 bridge footprint would be narrower than Alternative 1; the two alternatives would realign just east of North Kankakee Street. The Alternative 2 footprint would be located further south of Alternatives 1 and 3 by approximately 170 feet on the west side of the river and located over Bobcat Field. At the Kankakee River, the Alternative 2 bridge footprint would follow the Alternative 1 footprint. For the purposes of this report, the following assessments individually evaluate the potential effects of each alternative to the Rodney Bowen House.

5.1.1 Alternative 1

Project implementation under Alternative 1 would include the construction of an elevated limited-access highway alignment and a bridge carrying the alignment over the

Kankakee River. The proposed elevated highway alignment, spanning southwest to northeast, would consist of eastbound and westbound lanes divided by a median and be located approximately between I-55 to the west and East Kankakee River Drive to the east. From I-55, the highway alignment would extend just south of Widows Road, crossing that road northeast of Bobcat Field to extend approximately along the south side of an existing 345kV ComEd transmission line. It would be located approximately 2,083 feet northwest of the Rodney Bowen House's north side elevation. The proposed bridge carrying the highway alignment over the Kankakee River would be a 17-span waterway crossing that is approximately 2,080 feet in length and approximately 30 feet above grade at its highest point. The crossing would begin just south of Widows Road near its intersection with Tommy Drive, ascend to approximately 30 feet above the Kankakee River, and descend to approximately between 15 feet and 23 feet above grade after crossing the river between Kankakee River Drive and IL-53. The proposed bridge would be located approximately 2,524 feet northeast of the Rodney Bowen House's north side elevation.

Figure 5-1. #138 Rodney Bowen House – Map



Alternative 1 in vicinity of Rodney Bowen House; see Appendix A for larger map

Figure 5-2. #138 Rodney Bowen House – Photo 1

Facing north to proposed alignment from east-facing facade (at left)

No physical impacts to the Rodney Bowen House would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would have no effect to the Rodney Bowen House's integrity of setting. Views to or from the proposed highway alignment and bridge would be obstructed by dense vegetation, including mature deciduous trees, within and outside of the property boundary as well as intervening buildings located along Widows Road. Because no views would be obscured, no visual effects to the property were identified. In addition, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, the proposed project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an Italianate-style house or its association with that style or the locally significant Bowen family. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Illiana Corridor Alternative 1 would have **no effect** to the Rodney Bowen House.

5.1.2 Alternative 2

Project implementation under Alternative 2 would include the construction of an elevated limited-access highway alignment and a bridge carrying the alignment over the Kankakee River. The proposed elevated highway alignment, spanning southwest to northeast, would consist of eastbound and westbound lanes divided by a median and be located approximately between I-55 to the west and East Kankakee River Drive to the east. From I-55, the highway alignment would extend approximately 800 feet south of Widows Road, crossing that road just northeast of Bobcat Field to extend approximately along the south side of an existing 345kV ComEd transmission line. It would be located approximately 1,661 feet northwest of the Rodney Bowen House's north side elevation. The proposed bridge carrying the highway alignment over the Kankakee River would be a 17-span waterway crossing that is approximately 2,080 feet in length and approximately 30 feet above grade at its highest point. The crossing would begin just south of Widows Road near its intersection with Bobcat Field, ascend to approximately 30 feet above the Kankakee River, and descend to approximately between 15 feet and 23 feet above grade after crossing the river between Kankakee River Drive and IL-53. The proposed bridge would be located approximately 2,524 feet northeast of the Rodney Bowen House's north side elevation.

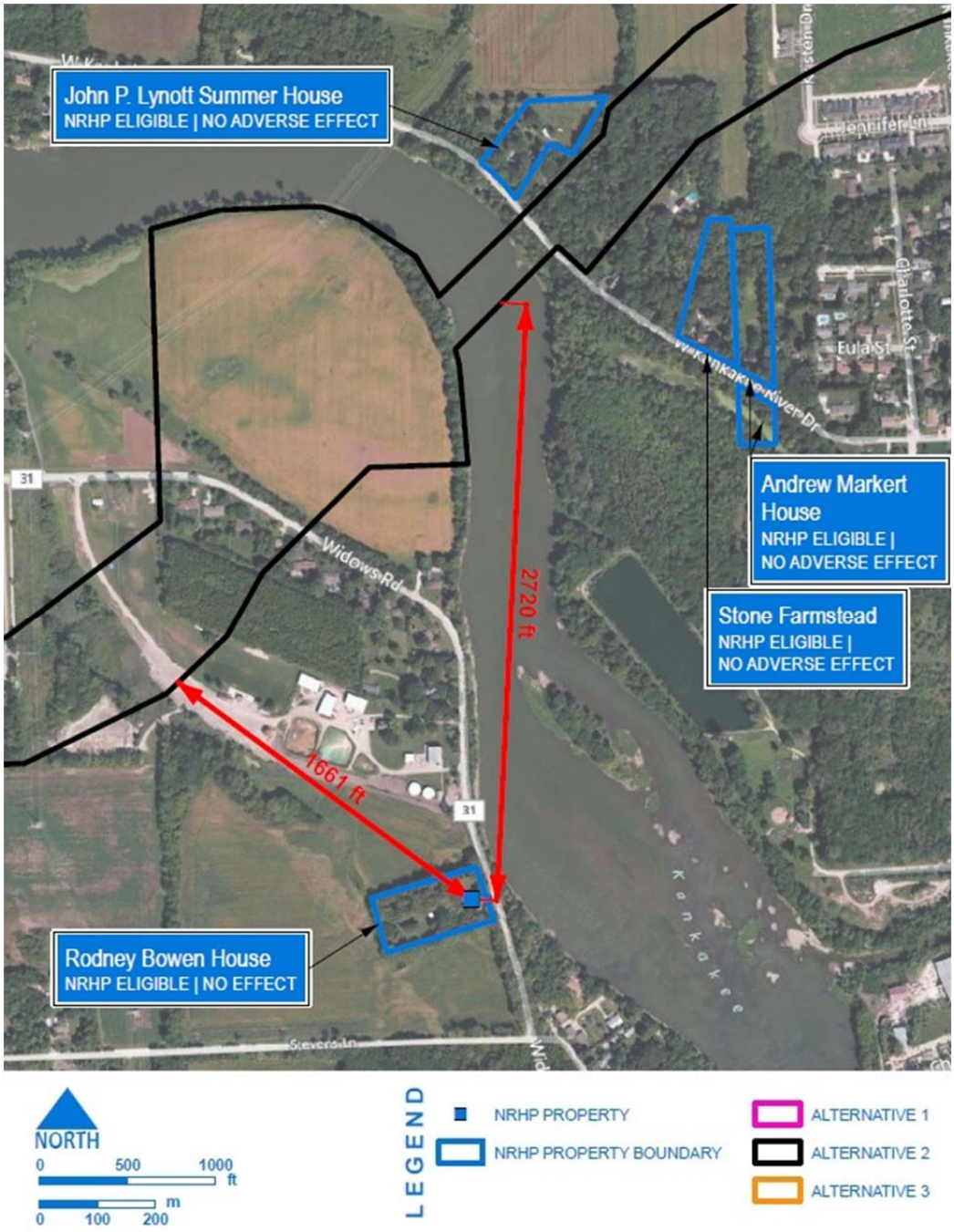
No physical impacts to the Rodney Bowen House would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would have no effect to the Rodney Bowen House's integrity of setting. Views to or from the proposed highway alignment and bridge would be obstructed by dense vegetation, including mature deciduous trees, within and outside of the property boundary as well as intervening buildings located along Widows Road. Because no views would be obscured, no visual effects to the property were identified. In addition, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, the proposed project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an Italianate-style house or its association with that style or the locally significant Bowen family. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Illiana Corridor Alternative 2 would have **no effect** to the Rodney Bowen House.

Figure 5-3. #138 Rodney Bowen House – Map



Alternative 2 in vicinity of Rodney Bowen House; see Appendix A for larger map

Figure 5-4. #138 Rodney Bowen House – Photo 2

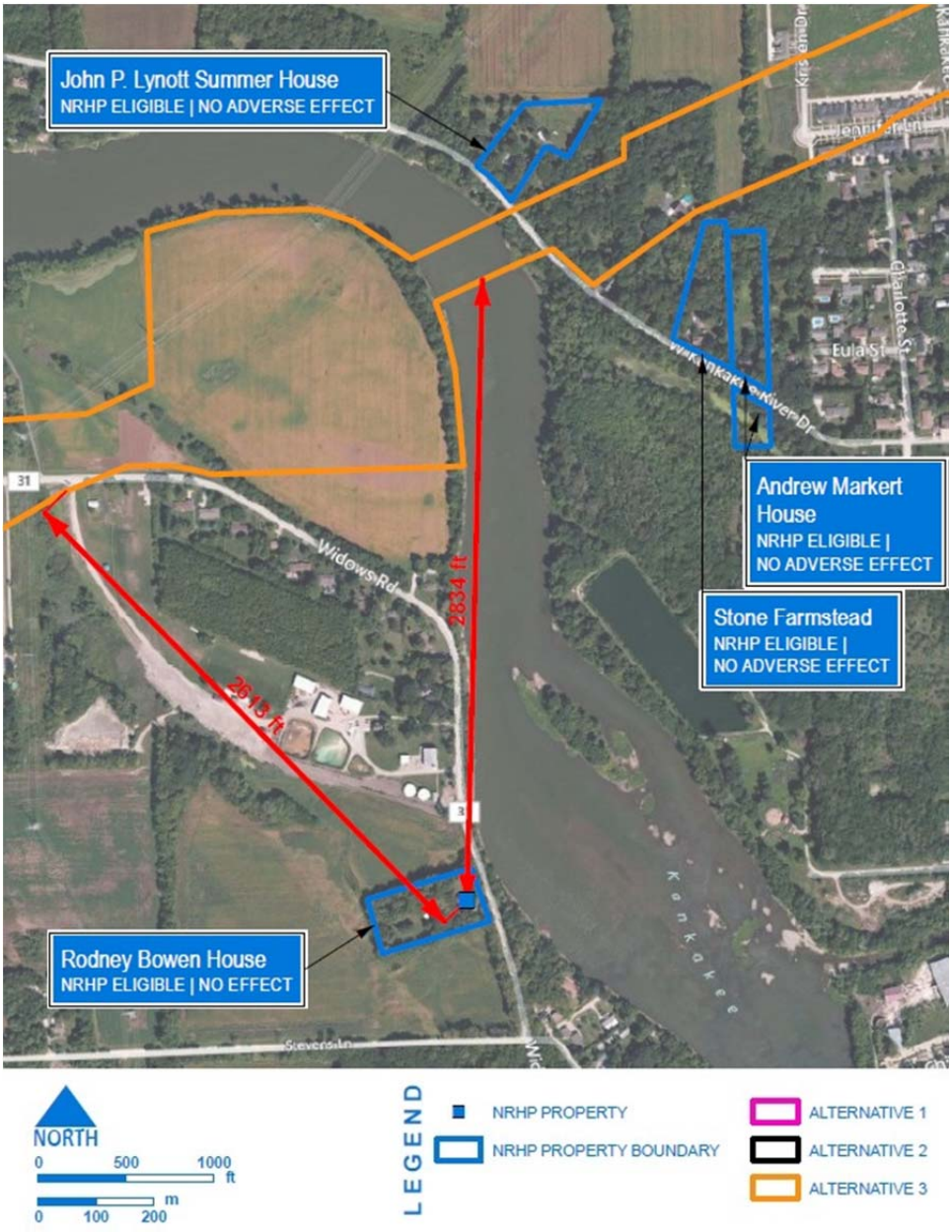
Facing northeast from east NRHP boundary to proposed bridge carrying the alignment over the Kankakee River

5.1.3 Alternative 3

Project implementation under Alternative 3 would include the construction of an elevated limited-access highway alignment and a bridge carrying the alignment over the Kankakee River. The proposed elevated highway alignment, spanning southwest to northeast, would consist of eastbound and westbound lanes divided by a median and be located approximately between I-55 to the west and East Kankakee River Drive to the east. From I-55, the highway alignment would extend just south of Widows Road, crossing that road near Tommy Drive to extend approximately along the south side of an existing 345kV ComEd transmission line. It would be located approximately 2,615 feet northwest of the Rodney Bowen House's north side elevation. The proposed bridge carrying the highway alignment over the Kankakee River would be a 17-span waterway crossing that is approximately 2,080 feet in length and approximately 30 feet above grade at its highest point. The crossing would begin just south of Widows Road near its intersection with Tommy Drive, ascend to approximately 30 feet above the Kankakee River, and descend to approximately between 15 feet and 23 feet above grade after crossing the river between Kankakee River Drive and IL-53. The proposed bridge would be located approximately 2,834 feet northeast of the Rodney Bowen House's north side elevation.

No physical impacts to the Rodney Bowen House would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Figure 5-5. #138 Rodney Bowen House – Map



Alternative 3 in vicinity of Rodney Bowen House; see Appendix A for larger map

Figure 5-6. #138 Rodney Bowen House – Photo 3

Facing northwest to proposed alignment from north side elevation (at right)

Project implementation would have no effect to the Rodney Bowen House's integrity of setting. Views to or from the proposed highway alignment and bridge would be obstructed by dense vegetation, including mature deciduous trees, within and outside of the property boundary as well as intervening buildings located along Widows Road. Because no views would be obscured, no visual effects to the property were identified. In addition, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, the proposed project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an Italianate-style house or its association with that style or the locally significant Bowen family. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Illiana Corridor Alternative 3 would have **no effect** to the Rodney Bowen House.

5.2 #17 John P. Lynott Summer House

See Appendix A and Figure 5-7 through Figure 5-17.

The ca. 1920 John P. Lynott Summer House at 22574 West Kankakee River Drive is a modest one-and-one-half-story, side-gable bungalow characterized by Craftsman-style massing and stylistic references, including a low and long horizontal profile, a side gable

roof with wide unenclosed eave overhang, and facade dormers. In addition to the Craftsman style, these features also reference the Prairie style in the overall horizontal massing and overhanging eaves; the Minimal Traditional form in the symmetrical dormered facade appearance; and classical styles with the facade's temple-like pediment porch roof. The house sits on a concrete foundation with wood shingle siding; its roof is covered in asphalt shingles. The majority of its windows are six-over-six, double-hung, replacement vinyl-sash windows. Its roof has a wide, unenclosed eave overhang and is interrupted along the north rear elevation by a one-story, full-length, shed-roof addition. The property also contains a ca. 1933 carriage house (contributing), a non-historic pole barn (noncontributing), and a non-historic swimming pool (noncontributing). The buildings are almost completely surrounded by mature deciduous trees and grassy lawn along the north side of West Kankakee River Drive and the Kankakee River.

The John P. Lynott Summer House is eligible for listing in the NRHP under Criterion C as a local example of an early twentieth century house that incorporates Craftsman-style details. Contributing buildings include its ca. 1920 summer house and the ca. 1933 carriage house. The John P. Lynott Summer House retains integrity of location and setting. It retains sufficient integrity of design, workmanship, and materials through its overall form, fenestration pattern, and cladding. Replacement materials diminish these aspects only slightly, but overall the house retains enough physical integrity to convey its architectural significance and original design intent and appearance. It retains integrity of feeling as a Craftsman-style summer house, and its association with that style.

The property's NRHP boundary includes the contributing house, carriage house, and landscape features; the noncontributing swimming pool and pole barn; and the property's historically significant views and viewsheds to and from the contributing house and carriage house. The NRHP boundary would follow the existing tree lines within the property and exclude the southeast wooded area that does not contribute to the property's integrity of setting. The boundary avoids inclusion of additional land not necessary to interpret the historic setting of the property, such as the subdivided parcels that were formerly part of the original property boundary and now contain non-historic houses. Areas that have been altered but are part of the property's significant viewsheds are included in the property boundary, specifically the noncontributing pole barn located northeast of the summer house, which is located in a historic viewshed. See Appendix B for further information regarding the property's NRHP boundary.

Near the John P. Lynott Summer House, three potential alternatives are currently under consideration. On the west side of the Kankakee River, the footprints of Alternatives 1 and 3 would follow the same alignment along the south side of Widows Road. West of Bobcat Field, the alternatives would diverge with Alternative 1 continuing over Bobcat Field before crossing northeast over Widows Road and Alternative 3 continuing more northerly and crossing over Widows Road before Bobcat Field. The Alternative 3 footprint would be located approximately 85 feet north of the Alternative 1 footprint. At the Kankakee River, the Alternative 3 bridge footprint would be narrower than Alternative 1; the two alternatives would realign just east of North Kankakee Street. The

Alternative 2 footprint would be located further south of Alternatives 1 and 3 by approximately 170 feet on the west side of the river and located over Bobcat Field. At the Kankakee River, the Alternative 2 bridge footprint would follow the Alternative 1 footprint. For the purposes of this report, the following assessments individually evaluate the potential effects of each alternative to the John P. Lynott Summer House.

5.2.1 Alternative 1

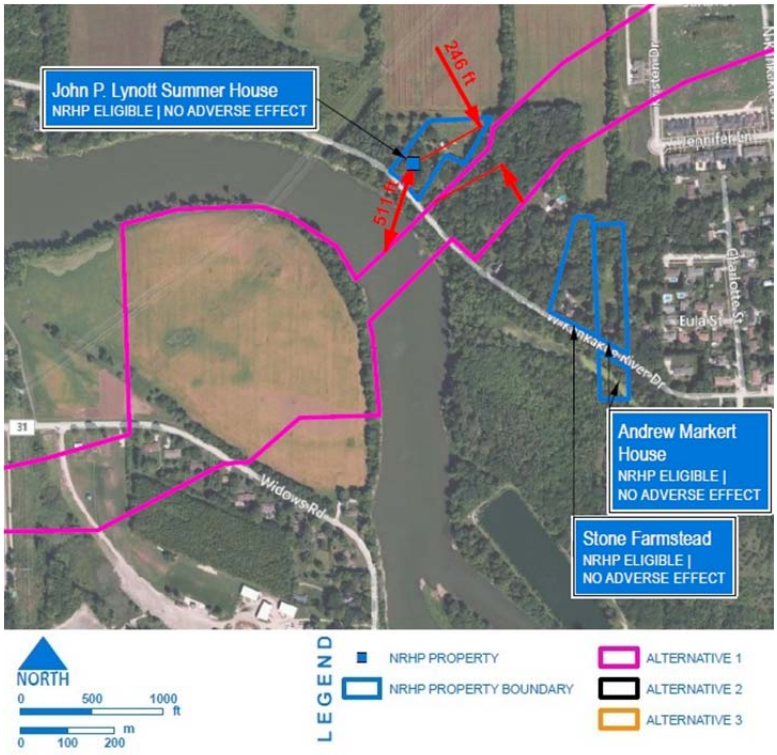
Project implementation under Alternative 1 would include the construction of an elevated limited-access highway alignment and a bridge carrying the alignment over the Kankakee River. The proposed elevated highway alignment, spanning southwest to northeast, would consist of eastbound and westbound lanes divided by a median and be located approximately between Widows Road to the west and North Kankakee Street to the east. The alignment would cross Widows Road northeast of Bobcat Field to extend approximately along the south side of an existing 345kV ComEd transmission line. The proposed bridge carrying the highway alignment over the Kankakee River would be a 17-span waterway crossing that is approximately 2,080 feet in length and approximately 30 feet above grade at its highest point. On the east side of the river, the alignment would remain elevated approximately between 15 feet and 23 feet above grade, and extend along the south side of the 345kV ComEd transmission line. It would cross over West Kankakee River Drive, North Kankakee Street, and the UPRR before returning to grade level east of IL-53. The elevated alignment east of the Kankakee River would incorporate terraced retaining walls with dense shrub plantings. Additionally, vegetation removed for construction of the alignment would be reforested as shown in Figure 5-11. The proposed bridge would be located approximately 504 feet southwest of the John P. Lynott Summer House's facade. The elevated alignment would be located approximately 246 feet south of the John P. Lynott Summer House's southeast side elevation.

No physical impacts to the John P. Lynott Summer House would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would not adversely affect the John P. Lynott Summer House's integrity of setting. Although the proposed Kankakee River bridge and elevated alignment may be potentially visible from portions of the contributing buildings' southwest-facing facades and southeast side elevation, views to and from the property would be obscured or obstructed by an intervening dense stand of mature deciduous trees to the property's south and southeast. Views to and from the elevated highway alignment would be further obscured by proposed terraced retaining walls with shrub plantings and the areas where trees were removed for construction would be reforested as shown in Figure 5-8. Because no historically significant views would be obstructed by a proposed facility, no adverse visual effects to this property were identified. In addition, based on current information and technical study data, the proposed project would have a projected increase in noise levels in this area. The vibration level would be below the level of concern for the operation of the proposed roadway. Therefore, the

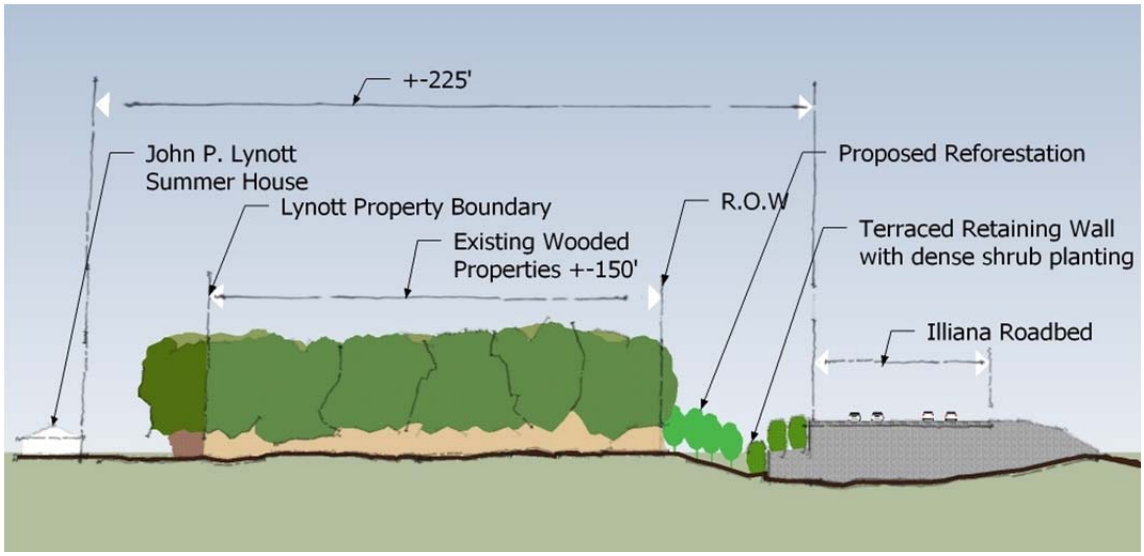
proposed project implementation would have no adverse effect to the property's integrity of setting.

Figure 5-7. #17 John P. Lynott Summer House – Map



Alternative 1 in vicinity of John P. Lynott Summer House; see Appendix A for larger map

Figure 5-8. #17 John P. Lynott Summer House – Cross-Section Map



Alternatives 1 and 2 cross-section with proposed reforestation and proposed terraced retaining wall in vicinity of John P. Lynott Summer House

Furthermore, no project activity would adversely affect the property's feeling as a Craftsman-style summer house, or its association with that style. Therefore, project implementation would have no adverse effect to the property's integrity of feeling or association.

Based on this evaluation, the Illiana Corridor Alternative 1 would have **no adverse effect** to the John P. Lynott Summer House.

5.2.2 Alternative 2

Project implementation under Alternative 2 would include the construction of an elevated limited-access highway alignment and a bridge carrying the alignment over the Kankakee River. The proposed elevated highway alignment, spanning southwest to northeast, would consist of eastbound and westbound lanes divided by a median and be located approximately between I-55 to the west and East Kankakee River Drive to the east. From I-55, the highway alignment would extend approximately 800 feet south of Widows Road, crossing that road just northeast of Bobcat Field to extend approximately along the south side of an existing 345kV ComEd transmission line. The proposed bridge carrying the highway alignment over the Kankakee River would be a 17-span waterway crossing that is approximately 2,080 feet in length and approximately 30 feet above grade at its highest point. The crossing would begin just south of Widows Road near its intersection with Bobcat Field, ascend to approximately 30 feet above the Kankakee River, and descend to approximately between 15 feet and 23 feet above grade after crossing the river between Kankakee River Drive and IL-53. The elevated alignment east of the Kankakee River would incorporate terraced retaining walls with dense shrub plantings. Additionally, vegetation removed for construction of the alignment would be reforested as shown in Figure 5-11. The proposed bridge would be located approximately 504 feet southwest of the John P. Lynott Summer House's facade. The elevated alignment would be located 246 feet south of the John P. Lynott Summer House's south side elevation.

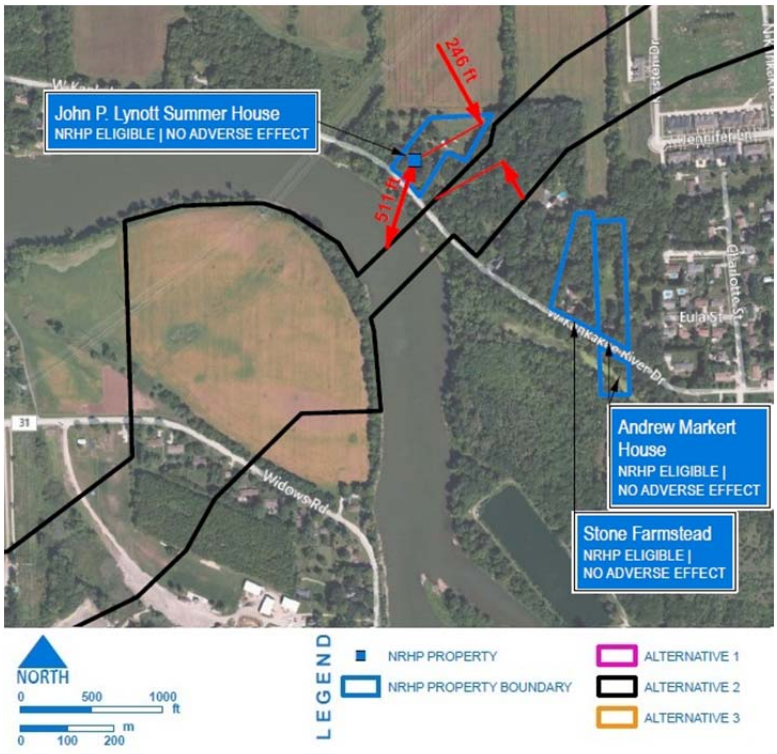
No physical impacts to the John P. Lynott Summer House would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would not adversely affect the John P. Lynott Summer House's integrity of setting. Although the proposed Kankakee River bridge and elevated alignment may be potentially visible from portions of the contributing buildings' southwest-facing facades and southeast side elevation, views to and from the property would be obscured or obstructed by an intervening dense stand of mature deciduous trees to the property's south and southeast. Views to and from the elevated highway alignment would be further obscured by proposed terraced retaining walls with shrub plantings and the areas where trees were removed for construction would be reforested as shown in Figure 5-11. Because no historically significant views would be obstructed by a proposed facility, no adverse visual effects to this property were identified. In addition, based on current information and technical study data, the proposed project would have a projected increase in noise levels in this area. The vibration level would

be below the level of concern for the operation of the proposed roadway. Therefore, the proposed project implementation would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would adversely affect the property's feeling as a Craftsman-style summer house, or its association with that style. Therefore, project implementation would have no adverse effect to the property's integrity of feeling or association.

Figure 5-9. #17 John P. Lynott Summer House – Map



Alternative 2 in vicinity of John P. Lynott Summer House; see Appendix A for larger map

Based on this evaluation, the Illiana Corridor Alternative 2 would have **no adverse effect** to the John P. Lynott Summer House.

5.2.3 Alternative 3

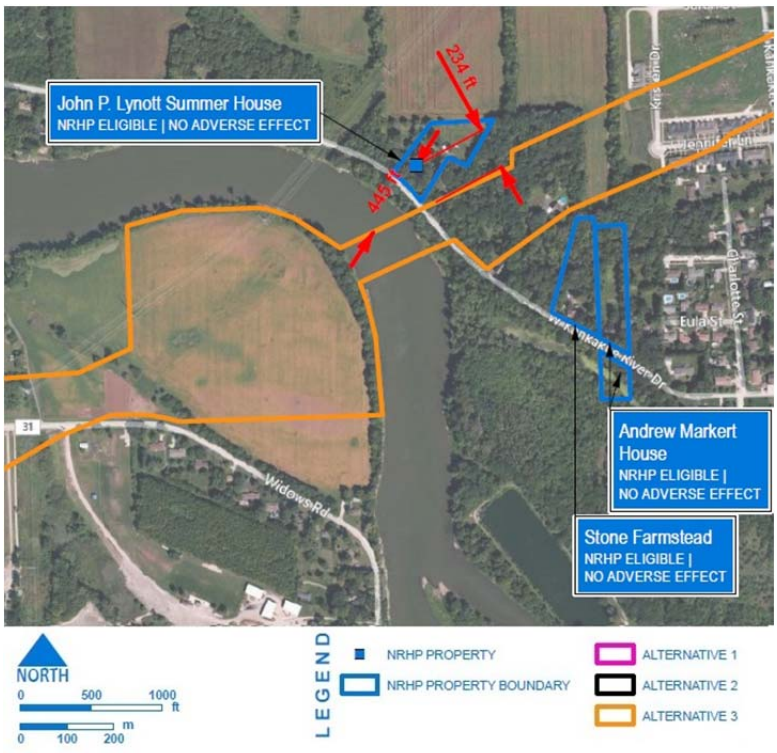
Project implementation under Alternative 3 would include the construction of an elevated limited-access highway alignment and a bridge carrying the alignment over the Kankakee River. The proposed elevated highway alignment, spanning southwest to northeast, would consist of eastbound and westbound lanes divided by a median and be located approximately between I-55 to the west and East Kankakee River Drive to the east. From I-55, the highway alignment would extend just south of Widows Road, crossing that road near Tommy Drive to extend approximately along the south side of an existing 345kV ComEd transmission line. The proposed bridge carrying the highway

alignment over the Kankakee River would be a 17-span waterway crossing that is approximately 2,080 feet in length and approximately 30 feet above grade at its highest point. The crossing would begin just south of Widows Road near its intersection with Tommy Drive, ascend to approximately 30 feet above the Kankakee River, and descend to approximately between 15 feet and 23 feet above grade after crossing the river between Kankakee River Drive and IL-53. The elevated alignment east of the Kankakee River would incorporate terraced retaining walls with dense shrub plantings. Additionally, vegetation removed for construction of the alignment would be reforested as show in Figure 5-11. The proposed bridge would be located approximately 445 feet southwest of the John P. Lynott Summer House's facade. The elevated alignment would be located approximately 234 feet south of the John P. Lynott Summer House's southeast side elevation.

Project implementation would not adversely affect the John P. Lynott Summer House's integrity of setting. Although the proposed Kankakee River bridge and elevated alignment may be potentially visible from portions of the contributing buildings' southwest-facing facades and southeast side elevation, views to and from the property would be obscured or obstructed by an intervening dense stand of mature deciduous trees to the property's south and southeast. Views to and from the elevated highway alignment would be further obscured by proposed terraced retaining walls with shrub plantings and the areas where trees were removed for construction would be reforested as shown in Figure 5-11. Because no historically significant views would be obstructed by a proposed facility, no adverse visual effects to this property were identified. In addition, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, the proposed project implementation would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would adversely affect the property's feeling as a Craftsman-style summer house, or its association with that style. Therefore, project implementation would have no adverse effect to the property's integrity of feeling or association.

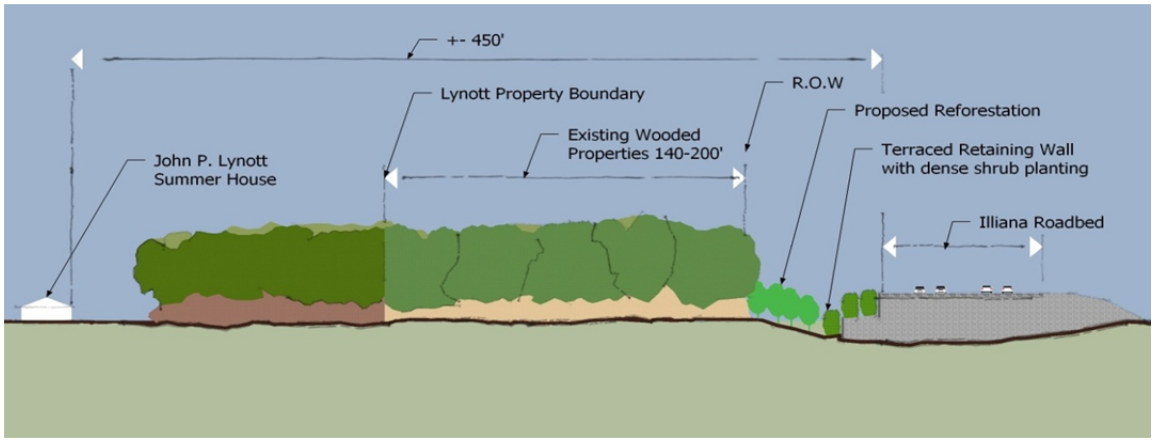
Figure 5-10. #17 John P. Lynott Summer House – Map



Alternative 3 in vicinity of John P. Lynott Summer House; see Appendix A for larger map

Based on this evaluation, the Illiana Corridor Alternative 3 would have **no adverse effect** to the John P. Lynott Summer House.

Figure 5-11. #17 John P. Lynott Summer House – Cross-Section Map



Alternative 3 cross-section with proposed reforestation and proposed terraced retaining wall in vicinity of John P. Lynott Summer House

Figure 5-12. #17 John P. Lynott Summer House – Photo 1

Facing west to river crossing from west NRHP boundary

Figure 5-13. #17 John P. Lynott Summer House – Photo 2

Facing southwest to river crossing and elevated alignment from southwest NRHP boundary

Figure 5-14. #17 John P. Lynott Summer House – Photo 3

Facing northeast from east side elevation to elevated alignment

Figure 5-15. #17 John P. Lynott Summer House – Photo 4

Facing southeast from carriage house's east rear elevation to elevated alignment

Figure 5-16. #17 John P. Lynott Summer House – Photo 5

Facing southeast from east rear elevation of carriage house to elevated alignment

Figure 5-17. #17 John P. Lynott Summer House – Photo 6

Facing south from east rear elevation of carriage house (at right) to elevated alignment

5.3 #53 Stone Farmstead

See Attachment A and Figure 5-18 through Figure 5-23.

The Stone Farmstead at 22432 West Kankakee River Drive is a formerly active farmstead that consists of four extant buildings: a ca. 1860 farmhouse, ca. 1860 smokehouse, and a non-historic detached garage and shed, construction dates unknown. The ca. 1860 farmhouse is a one-and-one-half-story, T-plan, gabled-ell house clad in limestone and characterized by Greek Revival stylistic references, including a full-width, colonnaded gable-front porch and simple gable returns. The house's north rear elevation is altered by a wooden deck and a one-story, shed-roof addition with a concrete foundation and vinyl siding. The roof is covered in replacement asphalt shingles and has a brick interior chimney with decorative recessed panels near the west side elevation. Its windows are a mix of six-over-six and nine-over-nine, double-hung, replacement vinyl sashes as well as twelve-light replacement vinyl casement windows; the house's addition has one-over-one, double-hung, aluminum-sash windows. The house also features a basement walk-out that comprises a mix of windows and entry doors, some of which are partially below grade, leading to a walkway lining the perimeter of the basement level.

The Stone Farmstead is eligible for listing in the NRHP under Criterion C as a good local example of a former farmstead comprised of a mid-nineteenth century gabled-ell farmhouse house clad entirely in limestone and incorporating Greek Revival details, and a limestone-clad smokehouse. Contributing buildings include its ca. 1860 farmhouse and ca. 1860 smokehouse. The farmstead retains integrity of location and setting. It retains sufficient integrity of materials, design, and workmanship due to the historic extant features including limestone cladding, a full-width, colonnaded gable-front porch, and simple gable returns. The intact historic smokehouse contributes to the property's overall integrity of design, materials, and workmanship as well. The farmstead also retains integrity of feeling as a mid-nineteenth century vernacular farmhouse with Greek Revival influences and smokehouse, and its association with that style and type.

The property's NRHP boundary includes the contributing house, smokehouse, immediate surrounding landscape, and the non-contributing detached garage and shed. The NRHP boundary follows the existing tree lines within the property and conveying significant views and viewsheds. The northern agricultural field that does not contribute to the property's integrity of setting is excluded. See Appendix B for further information regarding the property's NRHP boundary.

Near the Stone Farmstead, three potential alternatives are currently under consideration. On the west side of the Kankakee River, the footprints of Alternatives 1 and 3 would follow the same alignment along the south side of Widows Road. West of Bobcat Field, the alternatives would diverge with Alternative 1 continuing over Bobcat Field before crossing northeast over Widows Road and Alternative 3 continuing more northerly and crossing over Widows Road before Bobcat Field. The Alternative 3 footprint would be located approximately 85 feet north of the Alternative 1 footprint. At the Kankakee

River, the Alternative 3 bridge footprint would be narrower than Alternative 1; the two alternatives would realign just east of North Kankakee Street. The Alternative 2 footprint would be located further south of Alternatives 1 and 3 by approximately 170 feet on the west side of the river and located over Bobcat Field. At the Kankakee River, the Alternative 2 bridge footprint would follow the Alternative 1 footprint. For the purposes of this report, the following assessments individually evaluate the potential effects of each alternative to the Stone Farmstead.

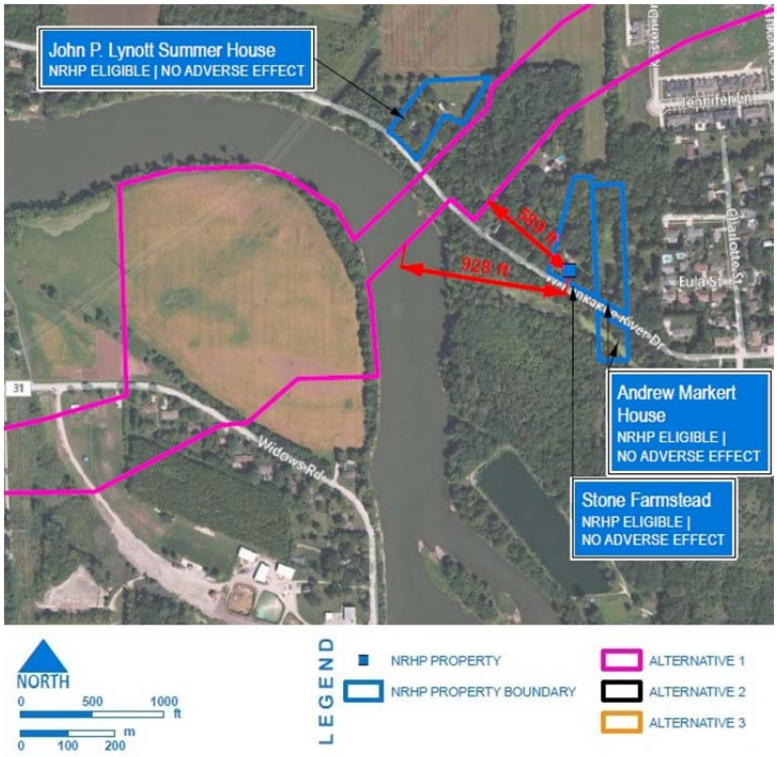
5.3.1 Alternative 1

Project implementation under Alternative 1 would include the construction of an elevated limited-access highway alignment and a bridge carrying the alignment over the Kankakee River. The proposed elevated highway alignment, spanning southwest to northeast, would consist of eastbound and westbound lanes divided by a median and be located approximately between Widows Road to the west and North Kankakee Street to the east. The alignment would cross Widows Road northeast of Bobcat Field to extend approximately along the south side of an existing 345kV ComEd transmission line. The proposed bridge carrying the highway alignment over the Kankakee River would be a 17-span waterway crossing that is approximately 2,080 feet in length and approximately 30 feet above grade at its highest point. On the east side of the river, the alignment would remain elevated approximately between 15 feet and 23 feet above grade, and extend along the south side of the 345kV ComEd transmission line. It would cross over West Kankakee River Drive, North Kankakee Street, and the UPRR before returning to grade level east of IL-53. The elevated alignment east of the Kankakee River would incorporate terraced retaining walls with dense shrub plantings. Additionally, vegetation removed for construction of the alignment would be reforested as show in Figure 5-10. The proposed bridge would be located approximately 886 feet west of the farmhouse's west side elevation. The elevated alignment would be located approximately 589 feet north of the farmhouse's west side elevation.

No physical impacts to the Stone Farmstead would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would not adversely affect the Stone Farmstead's integrity of setting. Although the proposed Kankakee River bridge and elevated alignment may be potentially visible from portions of the farmhouse's west and north elevations, views to and from the property would be obscured or obstructed by an intervening dense stand of mature deciduous trees completely surrounding the property to the north, south, and west. Because no historically significant views would be obscured by a proposed facility, no adverse visual effects to this property were identified. In addition, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, the proposed project implementation would have no adverse effect to the property's integrity of setting.

Figure 5-18. #53 Stone Farmstead – Map



Alternative 1 in vicinity of Stone Farmstead; see Appendix A for larger map

Furthermore, no project activity would alter the property's feeling as a formerly active farmstead comprised of a limestone-clad, Greek Revival-influenced farmhouse and smokehouse, or its association with that style and type. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Illiana Corridor Alternative 1 would have **no adverse effect** to the Stone Farmstead.

5.3.2 Alternative 2

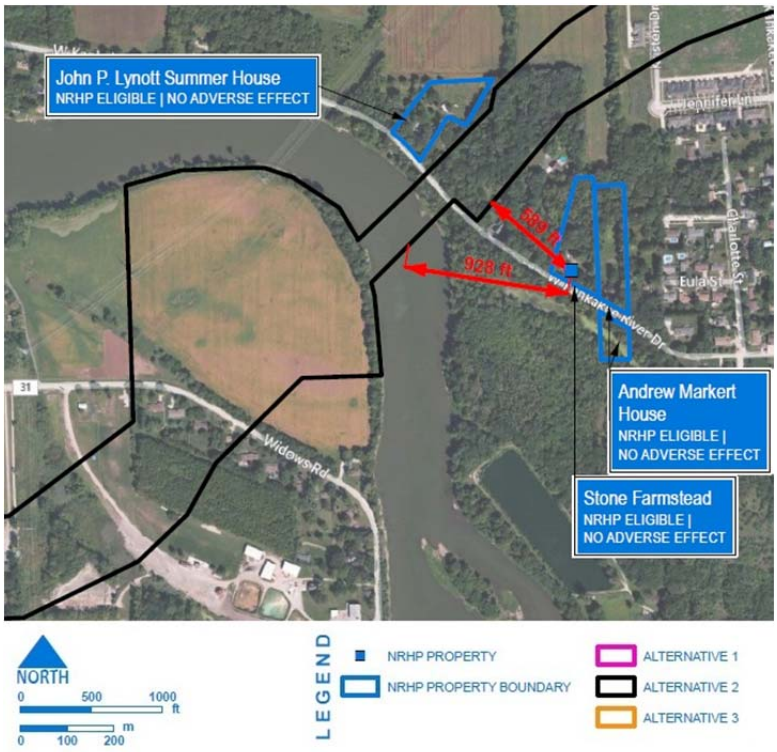
Project implementation under Alternative 2 would include the construction of an elevated limited-access highway alignment and a bridge carrying the alignment over the Kankakee River. The proposed elevated highway alignment, spanning southwest to northeast, would consist of eastbound and westbound lanes divided by a median and be located approximately between I-55 to the west and East Kankakee River Drive to the east. From I-55, the highway alignment would extend approximately 800 feet south of Widows Road, crossing that road just northeast of Bobcat Field to extend approximately along the south side of an existing 345kV ComEd transmission line. The proposed bridge carrying the highway alignment over the Kankakee River would be a 17-span waterway crossing that is approximately 2,080 feet in length and approximately 30 feet above grade at its highest point. The crossing would begin just south of Widows Road near its intersection with Bobcat Field, ascend to approximately 30 feet above the Kankakee River, and descend to

approximately between 15 feet and 23 feet above grade after crossing the river between Kankakee River Drive and IL-53. The elevated alignment east of the Kankakee River would incorporate terraced retaining walls with dense shrub plantings. Additionally, vegetation removed for construction of the alignment would be reforested as show in Figure 5-10. The proposed bridge would be located approximately 886 feet northwest of the farmhouse's west side elevation, and the elevated alignment would be located approximately 589 feet north of the farmhouse's west side elevation.

No physical impacts to the Stone Farmstead would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would not adversely affect the Stone Farmstead's integrity of setting. Although the proposed Kankakee River bridge and elevated alignment may be potentially visible from portions of the farmhouse's west and north elevations, views to and from the property would be obscured or obstructed by an intervening dense stand of mature deciduous trees completely surrounding the property to the north, south, and west. Because no historically significant views would be obscured by a proposed facility, no adverse visual effects to this property were identified. In addition, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, the proposed project implementation would have no adverse effect to the property's integrity of setting.

Figure 5-19. #53 Stone Farmstead – Map



Alternative 2 in vicinity of Stone Farmstead; see Appendix A for larger map

Furthermore, no project activity would alter the property's feeling as a formerly active farmstead comprised of a limestone-clad, Greek Revival-influenced farmhouse and smokehouse, or its association with that style and type. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Illiana Corridor Alternative 2 would have **no adverse effect** to the Stone Farmstead.

5.3.3 Alternative 3

Project implementation under Alternative 3 would include the construction of an elevated limited-access highway alignment and a bridge carrying the alignment over the Kankakee River. The proposed elevated highway alignment, spanning southwest to northeast, would consist of eastbound and westbound lanes divided by a median and be located approximately between I-55 to the west and East Kankakee River Drive to the east. From I-55, the highway alignment would extend just south of Widows Road, crossing that road near Tommy Drive to extend approximately along the south side of an existing 345kV ComEd transmission line. The proposed bridge carrying the highway alignment over the Kankakee River would be a 17-span waterway crossing that is approximately 2,080 feet in length and approximately 30 feet above grade at its highest point. The crossing would begin just south of Widows Road near its intersection with Tommy Drive, ascend to approximately 30 feet above the Kankakee River, and descend to approximately between 15 feet and 23 feet above grade after crossing the river between Kankakee River Drive and IL-53. The elevated alignment east of the Kankakee River would incorporate terraced retaining walls with dense shrub plantings. Additionally, vegetation removed for construction of the alignment would be reforested as show in Figure 5-11. The proposed bridge would be located approximately 1,025 feet northwest of the farmhouse's west side elevation. The elevated alignment would be located approximately 485 feet north of the farmhouse's west side elevation.

No physical impacts to the Stone Farmstead would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

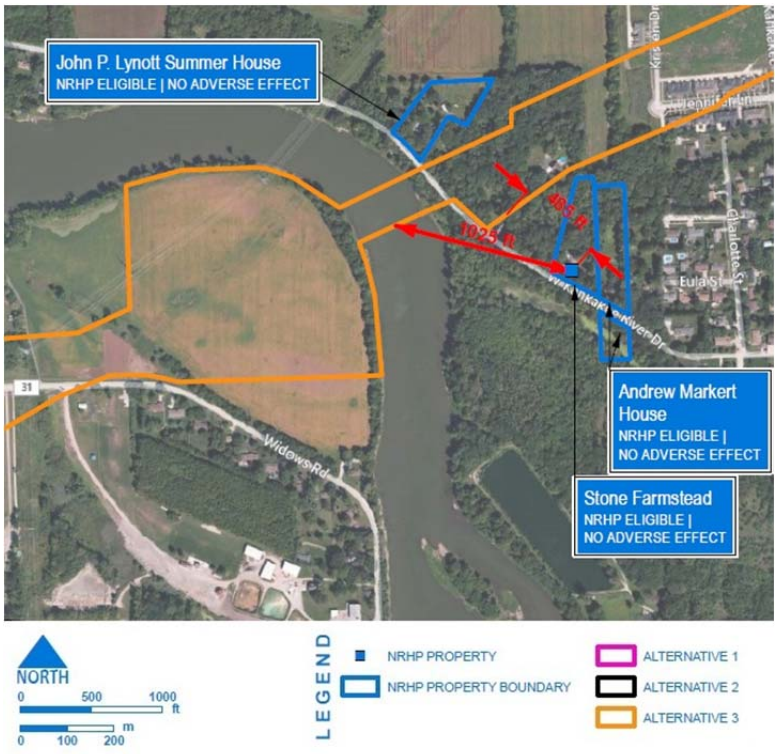
Project implementation would not adversely affect the Stone Farmstead's integrity of setting. Although the proposed Kankakee River bridge and elevated alignment may be potentially visible from portions of the farmhouse's west and north elevations, views to and from the property would be obscured or obstructed by an intervening dense stand of mature deciduous trees completely surrounding the property to the north, south, and west. Because no historically significant views would be obscured by a proposed facility, no adverse visual effects to this property were identified. In addition, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, the proposed project implementation would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a formerly active farmstead comprised of a limestone-clad, Greek Revival-influenced farmhouse and

smokehouse, or its association with that style and type. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Illiana Corridor Alternative 3 would have **no adverse effect** to the Stone Farmstead.

Figure 5-20. #53 Stone Farmstead – Map



Alternative 3 in vicinity of Stone Farmstead; see Appendix A for larger map

Figure 5-21. #53 Stone Farmstead – Photo 1

Facing north from within property boundary (smokehouse at center) to proposed elevated mainline

Figure 5-22. #53 Stone Farmstead – Photo 2

Facing northwest from west NRHP boundary to proposed Kankakee River crossing and elevated mainline

Figure 5-23. #53 Stone Farmstead – Photo 3

Facing northwest from west NRHP boundary to proposed Kankakee River crossing

5.4 #54 Andrew Markert House

See Attachment A and Figure 5-24 through Figure 5-31.

The ca. 1875 Andrew Markert House at 22400 West Kankakee River Drive is a modest two-story house characterized by Italianate stylistic references that include tall, narrow windows with a flattened arch and simple brick crowns as well as a low-pitched hipped roof with wide, overhanging eaves. The house, whose original portion has a rectangular plan, is altered by several additions that include a one-story, shed-roof porch along the south-facing facade; a one-story, side-gable addition with an enclosed porch on the west side elevation; and a two-story, shed-roof addition on the north rear elevation. The house has a fieldstone foundation and is clad in painted brick while the additions have concrete foundations and brick cladding. The roof is covered in rolled asphalt with two brick chimneys. The property also contains two sheds (noncontributing).

The Andrew Markert House is eligible for listing in the NRHP under Criterion A for its association with the former Markert Company and Brewery and late nineteenth century industrial development of Wilmington; the house is one of the few remaining buildings associated with the former brewery that conveys this association. It is also eligible for listing in the NRHP under Criterion C as a local example of a modest house influenced by the Italianate style.

The Andrew Markert House retains integrity of location. Its integrity of setting is diminished due to the demolition of the brewery, which was active during its period of significance; however, the property's greater rural-like setting remains intact, consisting of mature trees and vegetation. It retains sufficient integrity of design, materials and workmanship to convey its architectural and historical significance, although diminished by multiple additions and replacement materials. The Markert House retains integrity of feeling as a late nineteenth century house with Italianate style influences, and its association with that style, the former Markert Company and Brewery, and the industrial development of Wilmington.

The NRHP boundary for the Andrew Markert House includes the contributing house, the property's historically significant views and viewsheds to and from the house, and the two noncontributing sheds. The NRHP boundary follows the existing tax parcel, which is similar in size to the boundary at its construction, when it was built and inhabited by Andrew Markert. See Appendix B for further information regarding the property's NRHP boundary.

Near the Andrew Markert House, three potential alternatives are currently under consideration. On the west side of the Kankakee River, the footprints of Alternatives 1 and 3 would follow the same alignment along the south side of Widows Road. West of Bobcat Field, the alternatives would diverge with Alternative 1 continuing over Bobcat Field before crossing northeast over Widows Road and Alternative 3 continuing more northerly and crossing over Widows Road before Bobcat Field. The Alternative 3 footprint would be located approximately 85 feet north of the Alternative 1 footprint. At

the Kankakee River, the Alternative 3 bridge footprint would be narrower than Alternative 1; the two alternatives would realign just east of North Kankakee Street. The Alternative 2 footprint would be located further south of Alternatives 1 and 3 by approximately 170 feet on the west side of the river and located over Bobcat Field. At the Kankakee River, the Alternative 2 bridge footprint would follow the Alternative 1 footprint. For the purposes of this report, the following assessments individually evaluate the potential effects of each alternative to the Andrew Markert House.

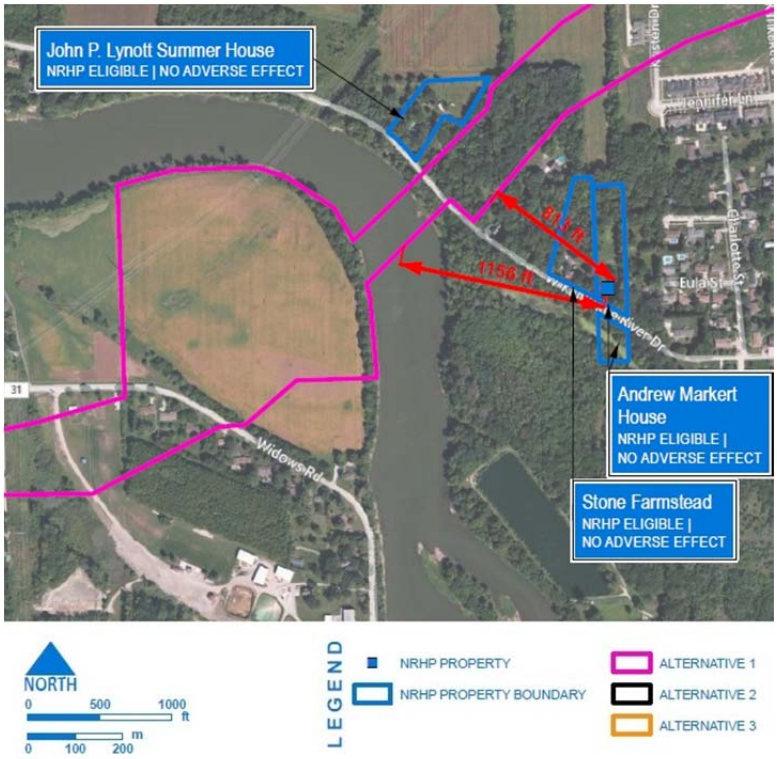
5.4.1 Alternative 1

Project implementation under Alternative 1 would include the construction of an elevated limited-access highway alignment and a bridge carrying the alignment over the Kankakee River. The proposed elevated highway alignment, spanning southwest to northeast, would consist of eastbound and westbound lanes divided by a median and be located approximately between Widows Road to the west and North Kankakee Street to the east. The alignment would cross Widows Road northeast of Bobcat Field to extend approximately along the south side of an existing 345kV ComEd transmission line. The proposed bridge carrying the highway alignment over the Kankakee River would be a 17-span waterway crossing that is 2,080 feet in length and 30 feet above grade at its highest point. On the east side of the river, the alignment would remain elevated between 15 feet and 23 feet above grade, and extend along the south side of the 345kV ComEd transmission line. It would cross over West Kankakee River Drive, North Kankakee Street, and the UPRR before returning to grade level east of IL-53. The elevated alignment east of the Kankakee River would incorporate terraced retaining walls with dense shrub plantings. Additionally, vegetation removed for construction of the alignment would be reforested as show in Figure 5-8. The proposed bridge would be located approximately 1,090 feet northwest of the Andrew Markert House's west side elevation, and the elevated alignment would be located approximately 813 feet north of the house's west side elevation.

No physical impacts to the Andrew Markert House would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would not adversely affect the Andrew Markert House's integrity of setting. Although the proposed Kankakee River bridge and elevated alignment may be potentially visible from portions of the house's west and north elevations, views to and from the property would be obscured or obstructed by an intervening dense stand of mature deciduous trees completely surrounding the property to the north, south, and west. Because no historically significant views would be obscured by a proposed facility, no adverse visual effects to this property were identified. In addition, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, the proposed project implementation would have no adverse effect to the property's integrity of setting.

Figure 5-24. #54 Andrew Markert House – Map



Alternative 1 in vicinity of Andrew Markert House; see Appendix A for larger map

Furthermore, no project activity would alter the property's feeling as a late nineteenth century house with Italianate style influences, or its association with that style, the former Markert Company and Brewery, or the industrial development of Wilmington. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Illiana Corridor Alternative 1 would have **no adverse effect** to the Andrew Markert House.

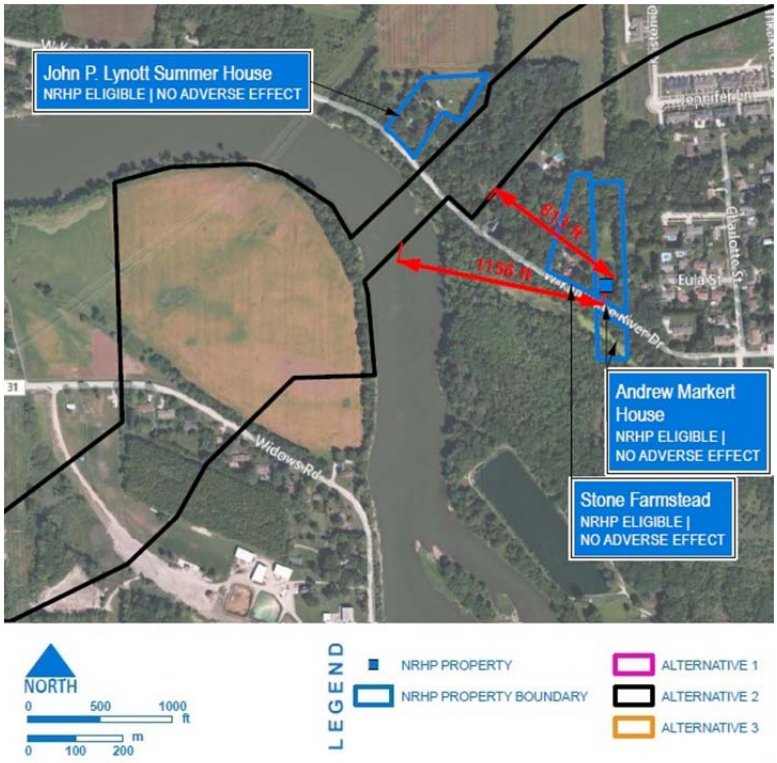
5.4.2 Alternative 2

Project implementation under Alternative 2 would include the construction of an elevated limited-access highway alignment and a bridge carrying the alignment over the Kankakee River. The proposed elevated highway alignment, spanning southwest to northeast, would consist of eastbound and westbound lanes divided by a median and be located approximately between I-55 to the west and East Kankakee River Drive to the east. From I-55, the highway alignment would extend approximately 800 feet south of Widows Road, crossing that road just northeast of Bobcat Field to extend approximately along the south side of an existing 345kV ComEd transmission line. The proposed bridge carrying the highway alignment over the Kankakee River would be a 17-span waterway crossing that is approximately 2,080 feet in length and approximately 30 feet above grade at its highest point. The crossing would begin just south of Widows Road

near its intersection with Bobcat Field, ascend to approximately 30 feet above the Kankakee River, and descend to approximately between 15 feet and 23 feet above grade after crossing the river between Kankakee River Drive and IL-53. The elevated alignment east of the Kankakee River would incorporate terraced retaining walls with dense shrub plantings. Additionally, vegetation removed for construction of the alignment would be reforested as show in Figure 5-8. The proposed bridge would be located approximately 1,090 feet northwest of the Andrew Markert House's west side elevation, and the elevated alignment would be located approximately 613 feet north of the house's west side elevation.

No physical impacts to the Andrew Markert House would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Figure 5-25. #54 Andrew Markert House – Map



Alternative 2 in vicinity of Andrew Markert House; see Appendix A for larger map

Project implementation would not adversely affect the Andrew Markert House's integrity of setting. Although the proposed Kankakee River bridge and elevated alignment may be potentially visible from portions of the house's west and north elevations, views to and from the property would be obscured or obstructed by an intervening dense stand of mature deciduous trees completely surrounding the property to the north, south, and west. Because no historically significant views would be obscured by a proposed facility, no adverse visual effects to this property were

identified. In addition, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, the proposed project implementation would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a late nineteenth century house with Italianate style influences, or its association with that style, the former Markert Company and Brewery, or the industrial development of Wilmington. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

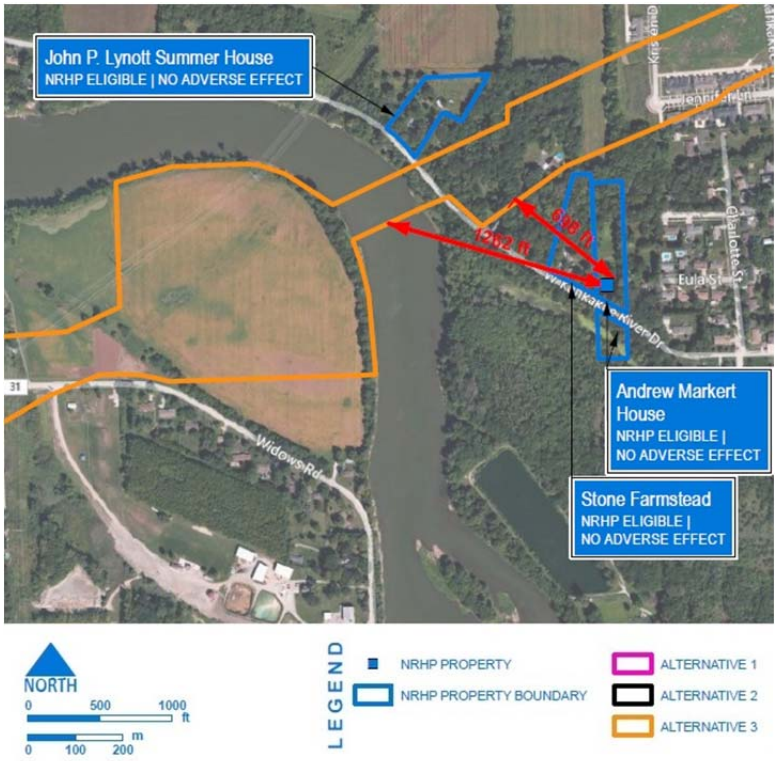
Based on this evaluation, the Illiana Corridor Alternative 2 would have **no adverse effect** to the Andrew Markert House.

5.4.3 Alternative 3

Project implementation under Alternative 3 would include the construction of an elevated limited-access highway alignment and a bridge carrying the alignment over the Kankakee River. The proposed elevated highway alignment, spanning southwest to northeast, would consist of eastbound and westbound lanes divided by a median and be located approximately between I-55 to the west and East Kankakee River Drive to the east. From I-55, the highway alignment would extend just south of Widows Road, crossing that road near Tommy Drive to extend approximately along the south side of an existing 345kV ComEd transmission line. The proposed bridge carrying the highway alignment over the Kankakee River would be a 17-span waterway crossing that is approximately 2,080 feet in length and approximately 30 feet above grade at its highest point. The crossing would begin just south of Widows Road near its intersection with Tommy Drive, ascend to approximately 30 feet above the Kankakee River, and descend to approximately between 15 feet and 23 feet above grade after crossing the river between Kankakee River Drive and IL-53. The elevated alignment east of the Kankakee River would incorporate terraced retaining walls with dense shrub plantings. Additionally, vegetation removed for construction of the alignment would be reforested as show in Figure 5-11. The proposed bridge would be located approximately 1,262 feet northwest of the Andrew Markert House's west side elevation, and the elevated alignment would be located approximately 698 feet north of the house's west side elevation.

No physical impacts to the Andrew Markert House would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Figure 5-26. #54 Andrew Markert House – Map



Alternative 3 in vicinity of Andrew Markert House; see Appendix A for larger map

Project implementation would not adversely affect the Andrew Markert House's integrity of setting. Although the proposed Kankakee River bridge and elevated alignment may be potentially visible from portions of the house's west and north elevations, views to and from the property would be obscured or obstructed by an intervening dense stand of mature deciduous trees completely surrounding the property to the north, south, and west. Because no historically significant views would be obscured by a proposed facility, no adverse visual effects to this property were identified. In addition, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, the proposed project implementation would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a late nineteenth century house with Italianate style influences, or its association with that style, the former Markert Company and Brewery, or the industrial development of Wilmington. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Illiana Corridor Alternative 3 would have **no adverse effect** to the Andrew Markert House.

Figure 5-27. #54 Andrew Markert House – Photo 1

Facing northwest from north NRHP boundary (Stone Farmstead at right) to proposed elevated mainline alignment and Kankakee River crossing

Figure 5-28. #54 Andrew Markert House – Photo 2

Facing northwest from north NRHP boundary to proposed Kankakee River crossing

Figure 5-29. #54 Andrew Markert House – Photo 3

Facing northwest from north NRHP boundary to proposed Kankakee River crossing

Figure 5-30. #54 Andrew Markert House – Photo 4

Facing northwest from property and Andrew Markert House's south-facing facade (at right) to proposed Kankakee River Crossing

Figure 5-31. #54 Andrew Markert House – Photo 5

Facing north from Andrew Markert House's north rear elevation to elevated alignment

5.5 #160 Eagle Hotel

See Appendix A and Figure 5-32 through Figure 5-36.

The Eagle Hotel is an early nineteenth century two-story, vernacular commercial building in downtown Wilmington located at the northwest corner of IL-53 and State Route 102. It was constructed in three sections between 1837 and 1843. The vernacular building embodies the influences of the Federal and Greek Revival styles. The oldest portion is constructed of local limestone and the later sections of brick. The facade retains its original wood storefront in its south bay while many of the windows and doors have been replaced with non-historic materials, such as vinyl. The Eagle Hotel is listed in the NRHP under Criterion A for its association with the early development of transportation and commercial enterprises in the city of Wilmington as well as serving as a place of business and stagecoach stop, and under Criterion C as an example of local vernacular architecture exhibiting nineteenth century stone and brick construction. It retains integrity of location, setting, feeling, and association because of its context in an intact downtown business district. Although it has undergone some alterations, it retains sufficient historic materials and construction elements to convey its integrity of design, materials, and workmanship.

Near the Eagle Hotel, three potential alternatives are currently under consideration. On the west side of the Kankakee River, the footprints of Alternatives 1 and 3 would follow the same alignment along the south side of Widows Road. West of Bobcat Field, the

alternatives would diverge with Alternative 1 continuing over Bobcat Field before crossing northeast over Widows Road and Alternative 3 continuing more northerly and crossing over Widows Road before Bobcat Field. The Alternative 3 footprint would be located approximately 85 feet north of the Alternative 1 footprint. At the Kankakee River, the Alternative 3 bridge footprint would be narrower than Alternative 1; the two alternatives would realign just east of North Kankakee Street. The Alternative 2 footprint would be located further south of Alternatives 1 and 3 by approximately 170 feet on the west side of the river and located over Bobcat Field. At the Kankakee River, the Alternative 2 bridge footprint would follow the Alternative 1 footprint. For the purposes of this report, the following assessments individually evaluate the potential effects of each alternative to the Eagle Hotel.

5.5.1 Alternative 1

Project implementation under Alternative 1 would include the construction of an elevated limited-access highway alignment and a bridge carrying the alignment over the Kankakee River. The proposed elevated highway alignment, spanning southwest to northeast, would consist of eastbound and westbound lanes divided by a median and be located approximately between I-55 to the west and East Kankakee River Drive to the east. From I-55, the highway alignment would run just south of Widows Road, crossing that road northeast of Bobcat Field to roughly run along the south side of an existing 345kV ComEd transmission line. It would be located approximately 6,490 feet northwest of the Eagle Hotel's north NRHP boundary. The proposed bridge carrying the highway alignment over the Kankakee River would be a 17-span waterway crossing that is approximately 2,080 feet in length and approximately 30 feet above grade at its highest point. The crossing would begin just south of Widows Road near its intersection with Tommy Drive, ascend to approximately 30 feet above the Kankakee River, and descend to approximately between 15 feet and 23 feet above grade after crossing the river between Kankakee River Drive and IL-53. The elevated alignment east of the Kankakee River would incorporate terraced retaining walls with dense shrub plantings. Additionally, vegetation removed for construction of the alignment would be reforested as show in Figure 5-8. The proposed bridge would be located approximately 5,348 feet north of the Eagle Hotel's north NRHP boundary.

No physical impacts to the Eagle Hotel would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

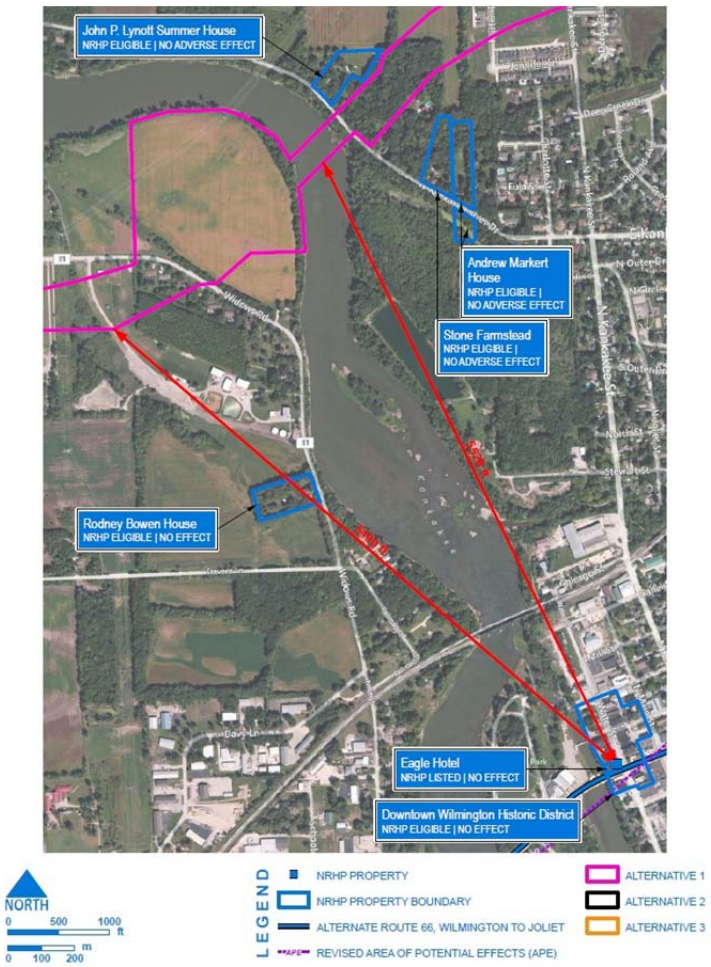
Project implementation would have no effect to the Eagle Hotel's integrity of setting. No portion of the proposed highway alignment or bridge would be visible from the Eagle Hotel due to distance, numerous intervening commercial buildings, an existing railroad bridge, mature dense vegetation along the Kankakee River, and the landscape's gently sloped topography. Further, the Eagle Hotel is oriented east toward other commercial buildings in downtown Wilmington and away from the proposed project. No views to or from the building would be obscured by the proposed highway alignment or bridge. Because no views would be obscured, no visual effects to the property were identified. Furthermore, based on current information and technical

study data, no auditory, vibratory, or atmospheric impacts were identified for this property due to distance from the proposed project. Therefore, the proposed project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an early nineteenth century vernacular commercial building, or its association with that building type or with the early development of transportation and commercial enterprises in the city of Wilmington. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Illiana Corridor Alternative 1 would have **no effect** to the Eagle Hotel.

Figure 5-32. #160 Eagle Hotel – Map



Alternative 1 in vicinity of Eagle Hotel; see Appendix A for larger map

5.5.2 Alternative 2

Project implementation under Alternative 2 would include the construction of an elevated limited-access highway alignment and a bridge carrying the alignment over the Kankakee River. The proposed elevated highway alignment, spanning southwest to northeast, would consist of eastbound and westbound lanes divided by a median and be located approximately between I-55 to the west and East Kankakee River Drive to the east. From I-55, the highway alignment would extend approximately 800 feet south of Widows Road, crossing that road just northeast of Bobcat Field to extend approximately along the south side of an existing 345kV ComEd transmission line. It would be located approximately 5,065 feet northwest of the Eagle Hotel's north NRHP boundary. The proposed bridge carrying the highway alignment over the Kankakee River would be a 17-span waterway crossing that is approximately 2,080 feet in length and approximately 30 feet above grade at its highest point. The crossing would begin just south of Widows Road near its intersection with Bobcat Field, ascend to approximately 30 feet above the Kankakee River, and descend to approximately between 15 feet and 23 feet above grade after crossing the river between Kankakee River Drive and IL-53. The elevated alignment east of the Kankakee River would incorporate terraced retaining walls with dense shrub plantings. Additionally, vegetation removed for construction of the alignment would be reforested as show in Figure 5-8. The proposed bridge would be located approximately 5,348 feet north of the Eagle Hotel's north NRHP boundary.

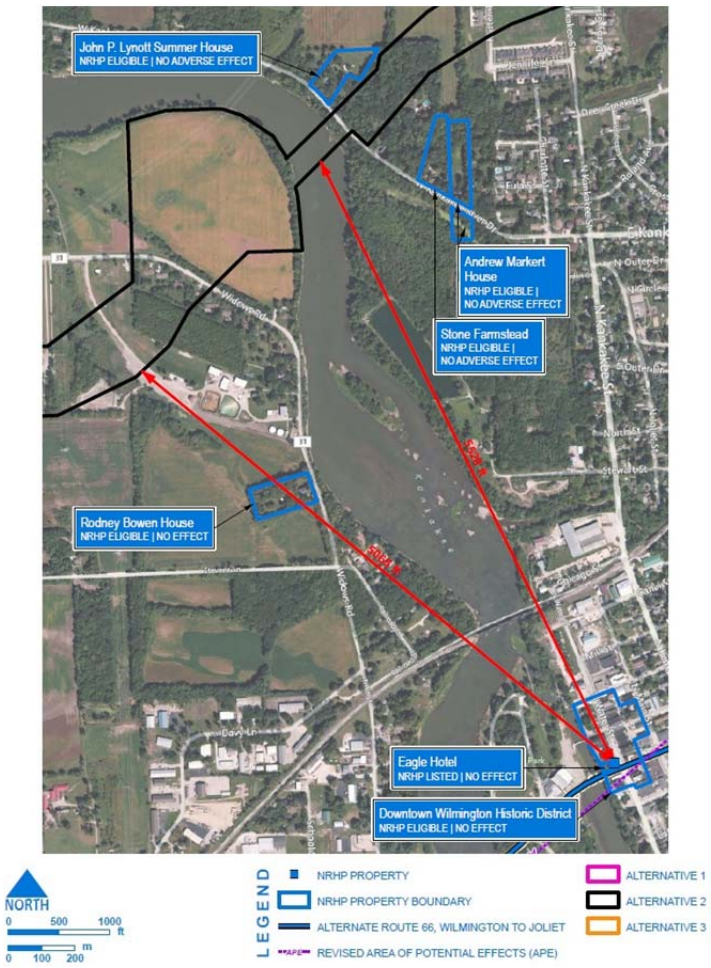
No physical impacts to the Eagle Hotel would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would have no effect to the Eagle Hotel's integrity of setting. No portion of the proposed highway alignment or bridge would be visible from the Eagle Hotel due to distance, numerous intervening commercial buildings, an existing railroad bridge, mature dense vegetation along the Kankakee River, and the landscape's gently sloped topography. Further, the Eagle Hotel is oriented east toward other commercial buildings in downtown Wilmington and away from the proposed project. No views to or from the building would be obscured by the proposed highway alignment or bridge. Because no views would be obscured, no visual effects to the property were identified. Furthermore, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property due to distance from the proposed project. Therefore, the proposed project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an early nineteenth century vernacular commercial building, or its association with that building type or with the early development of transportation and commercial enterprises in the city of Wilmington. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Illiana Corridor Alternative 2 would have **no effect** to the Eagle Hotel.

Figure 5-33. #160 Eagle Hotel – Map



Alternative 2 in vicinity of Eagle Hotel; see Appendix A for larger map

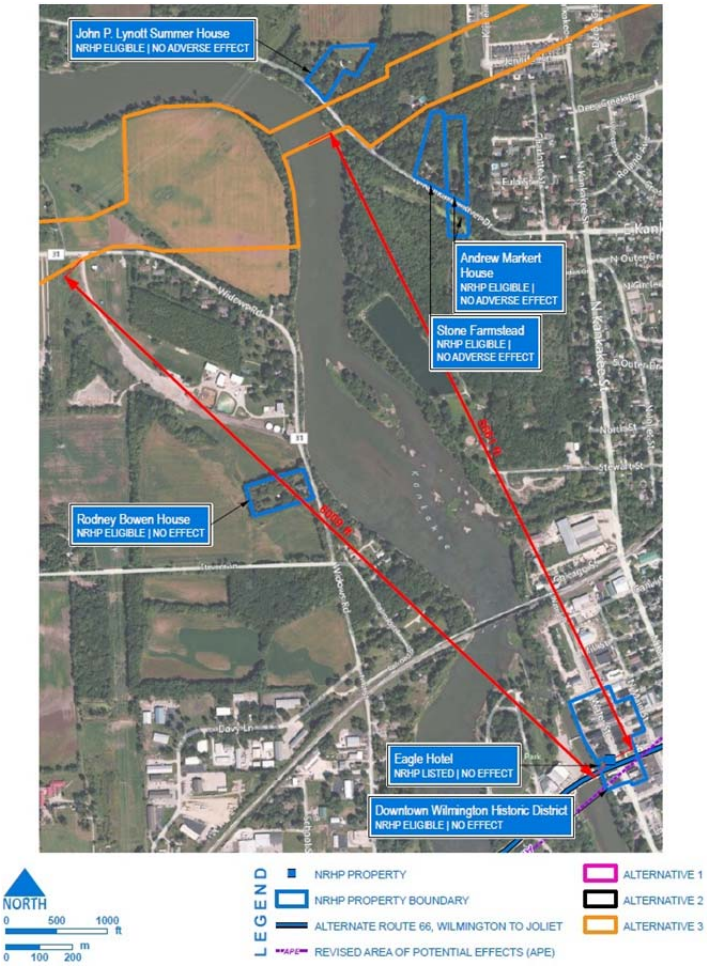
5.5.3 Alternative 3

Project implementation under Alternative 3 would include the construction of an elevated limited-access highway alignment and a bridge carrying the alignment over the Kankakee River. The proposed elevated highway alignment, spanning southwest to northeast, would consist of eastbound and westbound lanes divided by a median and be located approximately between I-55 to the west and East Kankakee River Drive to the east. From I-55, the highway alignment would extend just south of Widows Road, crossing that road near Tommy Drive to extend approximately along the south side of an existing 345kV ComEd transmission line. It would be located approximately 5,880 feet northwest of the Eagle Hotel's north NRHP boundary. The proposed bridge carrying the highway alignment over the Kankakee River would be a 17-span waterway crossing that is approximately 2,080 feet in length and approximately 30 feet above grade at its highest point. The crossing would begin just south of Widows Road near its intersection with Tommy Drive, ascend to approximately 30 feet above the Kankakee River, and descend to approximately between 15 feet and 23 feet above grade after

crossing the river between Kankakee River Drive and IL-53. The elevated alignment east of the Kankakee River would incorporate terraced retaining walls with dense shrub plantings. Additionally, vegetation removed for construction of the alignment would be reforested as show in Figure 5-11. The proposed bridge would be located approximately 5,661 feet north of the Eagle Hotel's north NRHP boundary.

No physical impacts to the Eagle Hotel would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Figure 5-34. #160 Eagle Hotel – Map



Alternative 3 in vicinity of Eagle Hotel; see Appendix A for larger map

Project implementation would have no effect to the Eagle Hotel's integrity of setting. No portion of the proposed highway alignment or bridge would be visible from the Eagle Hotel due to distance, numerous intervening commercial buildings, an existing railroad bridge, mature dense vegetation along the Kankakee River, and the landscape's gently sloped topography. Further, the Eagle Hotel is oriented east toward other commercial buildings in downtown Wilmington and away from the proposed project.

No views to or from the building would be obscured by the proposed highway alignment or bridge. Because no views would be obscured, no visual effects to the property were identified. Furthermore, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property due to distance from the proposed project. Therefore, the proposed project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an early nineteenth century vernacular commercial building, or its association with that building type or with the early development of transportation and commercial enterprises in the city of Wilmington. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Illiana Corridor Alternative 3 would have **no effect** to the Eagle Hotel.

Figure 5-35. #160 Eagle Hotel – Photo 1

Facing north to proposed project along North Water Street from east NRHP boundary (at left)

Figure 5-36. #160 Eagle Hotel – Photo 2

Facing northwest to proposed project from North Water Street across the street from east NRHP boundary of Eagle Hotel

5.6 #159 Downtown Wilmington Historic District

See Appendix A and Figure 5-37 through Figure 5-41.

The Downtown Wilmington Historic District is an approximately four-block area of mid-nineteenth to early twentieth century commercial buildings comprising downtown Wilmington. It includes both sides of Water Street between Van Buren and Jefferson streets, and Jackson Street between Water and North Main streets. The district consists of 45 one- and two-story commercial buildings that are primarily vernacular, but have stylistic references that include the Federal, Greek Revival, Italianate, and Neoclassical styles. The Eagle Hotel, built in two phases from 1837 to 1843 and individually listed in the NRHP, is located in the center of the district at the northwest corner of Water and Baltimore streets. It is the oldest commercial building in Wilmington.

The Downtown Wilmington Historic District was previously determined eligible for listing in the NRHP by the Illinois Historic Preservation Agency (IHPA, which houses the SHPO office), under Criteria A and C. The district is eligible under Criterion A for its historically significant association with the commercial, social, and transportation development of the city of Wilmington from the mid-nineteenth through the early twentieth century, and under Criterion C for its number of intact commercial buildings that cohesively convey its association as a downtown. The district retains its integrity of location, setting, feeling, and association. Although some of its buildings have been

somewhat altered, collectively, the district retains its integrity of design, materials, and workmanship.

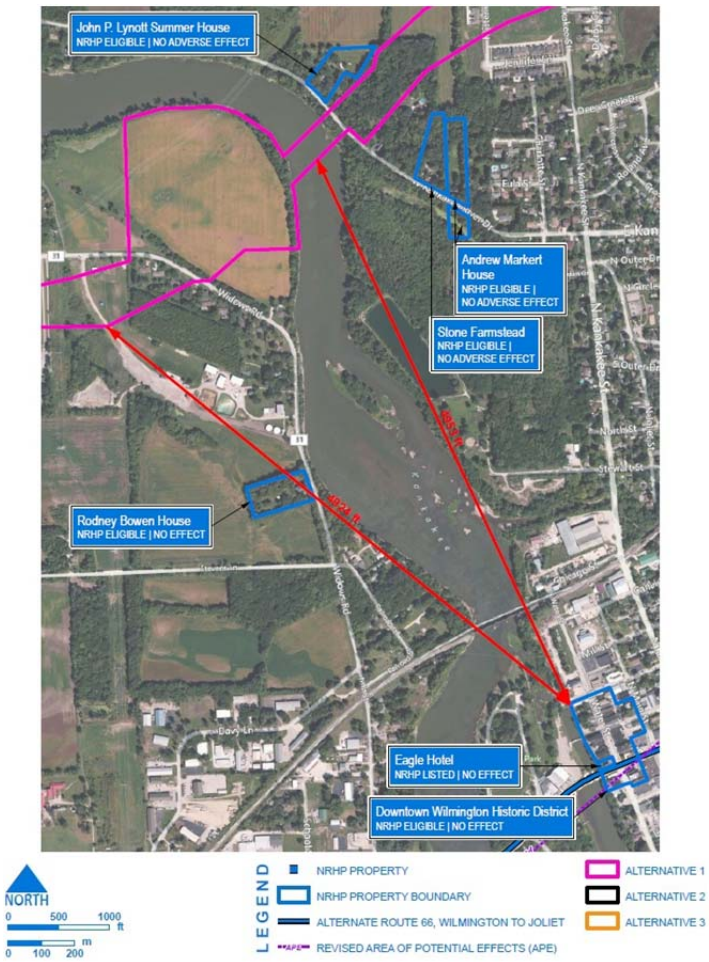
Near the Downtown Wilmington Historic District, three potential alternatives are currently under consideration. On the west side of the Kankakee River, the footprints of Alternatives 1 and 3 would follow the same alignment along the south side of Widows Road. West of Bobcat Field, the alternatives would diverge with Alternative 1 continuing over Bobcat Field before crossing northeast over Widows Road and Alternative 3 continuing more northerly and crossing over Widows Road before Bobcat Field. The Alternative 3 footprint would be located approximately 85 feet north of the Alternative 1 footprint. At the Kankakee River, the Alternative 3 bridge footprint would be narrower than Alternative 1; the two alternatives would realign just east of North Kankakee Street. The Alternative 2 footprint would be located further south of Alternatives 1 and 3 by approximately 170 feet on the west side of the river and located over Bobcat Field. At the Kankakee River, the Alternative 2 bridge footprint would follow the Alternative 1 footprint. For the purposes of this report, the following assessments individually evaluate the potential effects of each alternative to the Downtown Wilmington Historic District.

5.6.1 Alternative 1

Project implementation under Alternative 1 would include the construction of an elevated limited-access highway alignment and a bridge carrying the alignment over the Kankakee River. The proposed elevated highway alignment, spanning southwest to northeast, would consist of eastbound and westbound lanes divided by a median and be located approximately between I-55 to the west and East Kankakee River Drive to the east. From I-55, the highway alignment would run just south of Widows Road, crossing that road northeast of Bobcat Field to roughly run along the south side of an existing 345kV ComEd transmission line. It would be located approximately 4,924 feet northwest of the district's north NRHP boundary. The proposed bridge carrying the highway alignment over the Kankakee River would be a 17-span waterway crossing that is approximately 2,080 feet in length and approximately 30 feet above grade at its highest point. The crossing would begin just south of Widows Road near its intersection with Tommy Drive, ascend to approximately 30 feet above the Kankakee River, and descend to approximately between 15 feet and 23 feet above grade after crossing the river between Kankakee River Drive and IL-53. The elevated alignment east of the Kankakee River would incorporate terraced retaining walls with dense shrub plantings. Additionally, vegetation removed for construction of the alignment would be reforested as show in Figure 5-8. The proposed bridge would be located approximately 4,767 feet north of the district's north NRHP boundary.

No physical impacts to the Downtown Wilmington Historic District would occur; no project activity is proposed within the district's NRHP boundaries. Therefore, no effects to the district's integrity of location, design, materials, and workmanship would occur.

Figure 5-37. #159 Downtown Wilmington Historic District – Map



Alternative 1 in vicinity of Downtown Wilmington Historic District; see Appendix A for larger map

Project implementation would have no effect to the Downtown Wilmington Historic District's integrity of setting. No portion of the proposed highway alignment or bridge would be visible from the district due to distance, numerous intervening commercial buildings, an existing railroad bridge and railroad line, mature dense vegetation along the Kankakee River, and the landscape's gently sloped topography. No views to or from the district would be obscured by the proposed highway alignment or bridge. Because no views would be obscured, no visual effects to the district were identified. Furthermore, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this district due to distance from the proposed project. Therefore, the proposed project implementation would have no effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a district of mid-nineteenth to early twentieth century vernacular commercial buildings with stylistic references to the Federal, Greek Revival, Italianate, and Neoclassical styles, or its association with those styles or the development of transportation, commercial, and

social enterprises in the city of Wilmington. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the Illiana Corridor Alternative 1 would have **no effect** to the Downtown Wilmington Historic District.

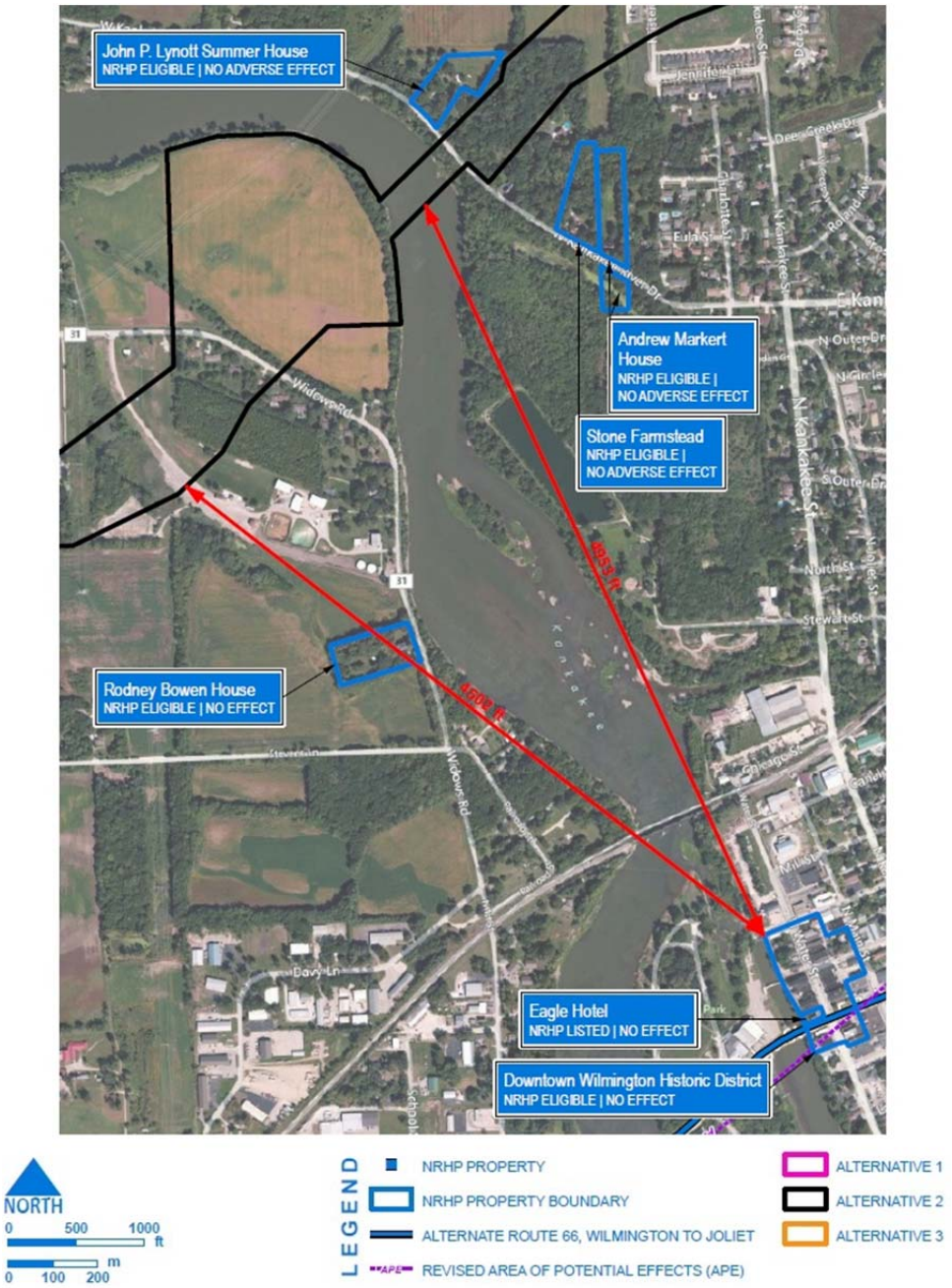
5.6.2 Alternative 2

Project implementation under Alternative 2 would include the construction of an elevated limited-access highway alignment and a bridge carrying the alignment over the Kankakee River. The proposed elevated highway alignment, spanning southwest to northeast, would consist of eastbound and westbound lanes divided by a median and be located approximately between I-55 to the west and East Kankakee River Drive to the east. From I-55, the highway alignment would extend approximately 800 feet south of Widows Road, crossing that road just northeast of Bobcat Field to extend approximately along the south side of an existing 345kV ComEd transmission line. It would be located approximately 4,062 feet northwest of the district's north NRHP boundary. The proposed bridge carrying the highway alignment over the Kankakee River would be a 17-span waterway crossing that is approximately 2,080 feet in length and approximately 30 feet above grade at its highest point. The crossing would begin just south of Widows Road near its intersection with Bobcat Field, ascend to approximately 30 feet above the Kankakee River, and descend to approximately between 15 feet and 23 feet above grade after crossing the river between Kankakee River Drive and IL-53. The elevated alignment east of the Kankakee River would incorporate terraced retaining walls with dense shrub plantings. Additionally, vegetation removed for construction of the alignment would be reforested as show in Figure 5-8. The proposed bridge would be located approximately 4,767 feet north of the Downtown Wilmington Historic District's north NRHP boundary.

No physical impacts to the Downtown Wilmington Historic District would occur; no project activity is proposed within the district's NRHP boundaries. Therefore, no effects to the district's integrity of location, design, materials, and workmanship would occur.

Project implementation would have no effect to the Downtown Wilmington Historic District's integrity of setting. No portion of the proposed highway alignment or bridge would be visible from the Downtown Wilmington Historic District due to distance, numerous intervening commercial buildings, an existing railroad bridge and railroad line, mature dense vegetation along the Kankakee River, and the landscape's gently sloped topography. No views to or from the district would be obscured by the proposed highway alignment or bridge. Because no views would be obscured, no visual effects to the district were identified. Furthermore, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this district due to distance from the proposed project. Therefore, the proposed project implementation would have no effect to the district's integrity of setting.

Figure 5-38. #159 Downtown Wilmington Historic District – Map



Alternative 2 in vicinity of Downtown Wilmington Historic District; see Appendix A for larger map

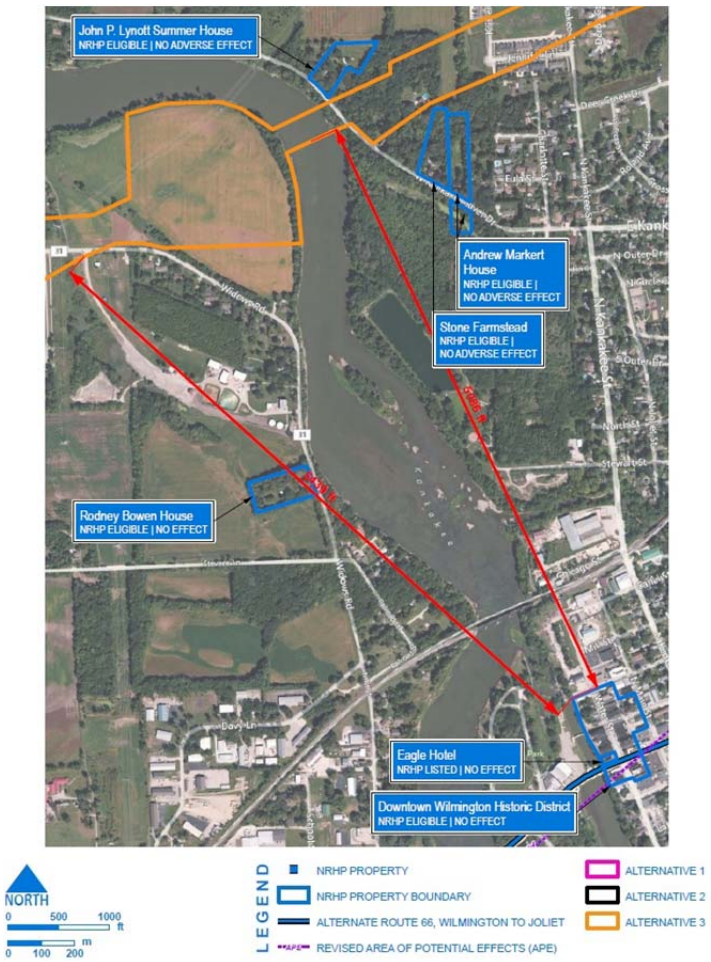
Furthermore, no project activity would alter the district's feeling as a district of mid-nineteenth to early twentieth century vernacular commercial buildings with stylistic references to the Federal, Greek Revival, Italianate, and Neoclassical styles, or its association with those styles or the development of transportation, commercial, and social enterprises in the city of Wilmington. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the Illiana Corridor Alternative 2 would have **no effect** to the Downtown Wilmington Historic District.

5.6.3 Alternative 3

Project implementation under Alternative 3 would include the construction of an elevated limited-access highway alignment and a bridge carrying the alignment over the Kankakee River. The proposed elevated highway alignment, spanning southwest to northeast, would consist of eastbound and westbound lanes divided by a median and be located approximately between I-55 to the west and East Kankakee River Drive to the east. From I-55, the highway alignment would extend just south of Widows Road, crossing that road near Tommy Drive to extend approximately along the south side of an existing 345kV ComEd transmission line. It would be located approximately 5,439 feet northwest of the district's north NRHP boundary. The proposed bridge carrying the highway alignment over the Kankakee River would be a 17-span waterway crossing that is approximately 2,080 feet in length and approximately 30 feet above grade at its highest point. The crossing would begin just south of Widows Road near its intersection with Tommy Drive, ascend to approximately 30 feet above the Kankakee River, and descend to approximately between 15 feet and 23 feet above grade after crossing the river between Kankakee River Drive and IL-53. The elevated alignment east of the Kankakee River would incorporate terraced retaining walls with dense shrub plantings. Additionally, vegetation removed for construction of the alignment would be reforested as show in Figure 5-11. The proposed bridge would be located approximately 5,086 feet north of the district's north NRHP boundary.

Figure 5-39. #159 Downtown Wilmington Historic District – Map



Alternative 3 in vicinity of Downtown Wilmington Historic District; see Appendix A for larger map

No physical impacts to the Downtown Wilmington Historic District would occur; no project activity is proposed within the district's NRHP boundaries. Therefore, no effects to the district's integrity of location, design, materials, and workmanship would occur.

Project implementation would have no effect to the Downtown Wilmington Historic District's integrity of setting. No portion of the proposed highway alignment or bridge would be visible from the Downtown Wilmington Historic District due to distance, numerous intervening commercial buildings, an existing railroad bridge and railroad line, mature dense vegetation along the Kankakee River, and the landscape's gently sloped topography. No views to or from the district would be obscured by the proposed highway alignment or bridge. Because no views would be obscured, no visual effects to the district were identified. Furthermore, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this district due to distance from the proposed project. Therefore, the proposed project implementation would have no effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a district of mid-nineteenth to early twentieth century vernacular commercial buildings with stylistic references to the Federal, Greek Revival, Italianate, and Neoclassical styles, or its association with those styles or the development of transportation, commercial, and social enterprises in the city of Wilmington. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the Illiana Corridor Alternative 3 would have **no effect** to the Downtown Wilmington Historic District.

Figure 5-40. #159 Downtown Wilmington Historic District – Photo 1

Facing northwest from the district's north NRHP boundary at southeast corner of North Water and Van Buren streets

Figure 5-41. #159 Downtown Wilmington Historic District – Photo 2

Facing northeast from the district's north NRHP boundary at the southwest corner of North Water and Van Buren streets

5.7 #13 Alternate Route 66, Wilmington to Joliet

See Appendix A and Figure 5-42 through Figure 5-54.

Alternate Route 66, Wilmington to Joliet was constructed in 1926 and improved in 1945, and is currently designated as Illinois Route 53 (IL-53). The NRHP-listed section of roadbed extends 15.9 miles south to north from downtown Wilmington to just south of the I-80 interchange in Joliet; it passes through the townships of Joliet, Jackson, Florence, and Wilmington in Will County. The road was an important transportation link between Will County and Route 66, which was the primary road between Chicago and California from 1926-1970. Alternate Route 66 created an easy link to this highway which enabled trade goods from the region to be distributed westward.

Alternate Route 66, Wilmington to Joliet is listed in the NRHP under Criterion A for its association with early and mid-twentieth century transportation and economic developments in the state of Illinois, and under Criterion C as an excellent example of early and mid-twentieth century road engineering reflected by its 1926 and 1945 sections. Its period of significance dates from its construction in 1926 to 1956, when I-55 was constructed and diverted much of the regular traffic off of Alternate Route 66. The resource includes seven contributing and four noncontributing structures. Contributing structures include: the two-lane 1926 roadbed and cross section, and the 1945 four-lane roadbed, bridge, overpass, and four concrete box culverts. The four noncontributing structures are highway bridges constructed in the 1970s and 1980s. Alternate Route 66

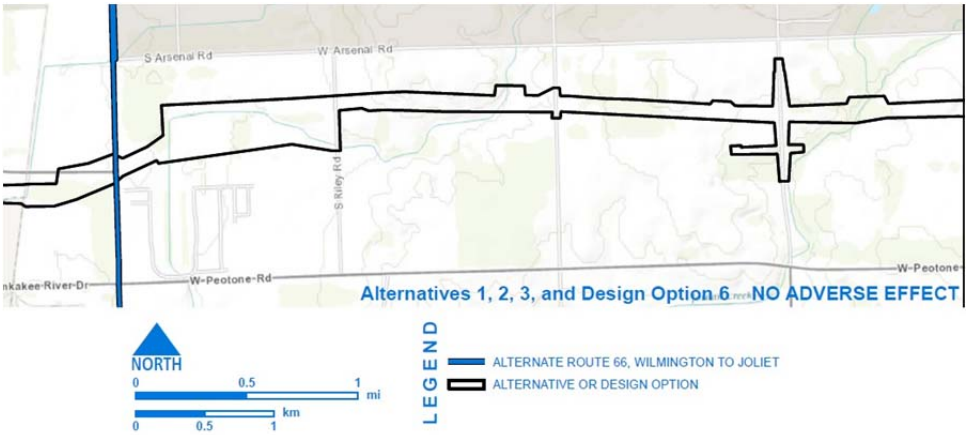
retains integrity of location, design, materials, and workmanship. Its integrity of materials has been slightly diminished by a recent macadam overlay; however, the original cross section and profiles have been retained. Its integrity of setting has been diminished by more recently constructed housing developments and several industrial facilities along the road; however, these resources are not concentrated along the alignment, allowing the historic property as a whole to continue to convey its integrity of feeling as a travel route and its association with Route 66 and its 1926 and 1945 highway construction.

Near Alternate Route 66 (IL-53), three potential alternatives and six interchange design options are currently under consideration. In this area, Alternatives 1, 2, and 3 are identical and would consist of the mainline alignment crossing over IL-53 via an overpass just south of New River Road. All three alternatives would include no interchange at IL-53 or in its vicinity. The six proposed IL-53 interchange design options include:

- Design Option 1 – Direct interchange at IL-53
- Design Option 2 – Direct diamond type interchange at Riley Road
- Design Option 3 – Direct modified partial cloverleaf interchange at Riley Road
- Design Option 4 – Interchange offset from Riley Road
- Design Option 5 – Split interchange at Old Chicago Road
- Design Option 6 – No interchange at IL-53 or in the vicinity

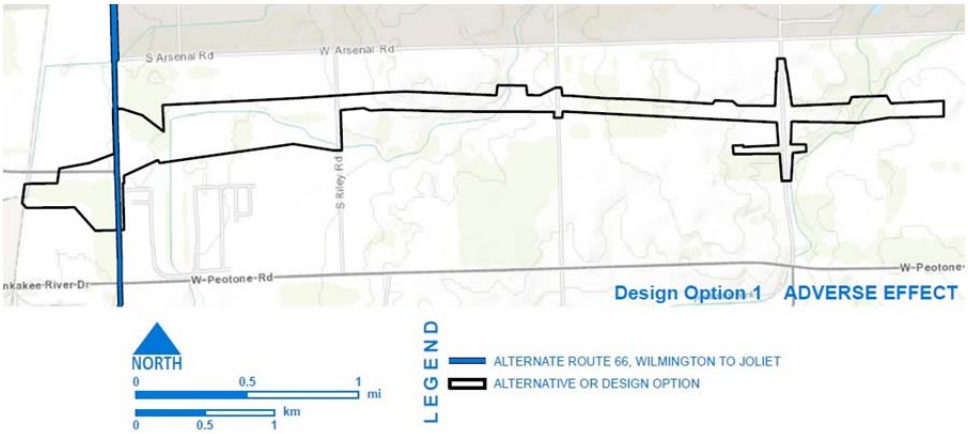
Since all three proposed alternatives include the no interchange at IL-53 option, for the purposes of this report, the assessment of Alternatives 1, 2, and 3 will include Design Option 6. The assessments of Design Options 1-5 will individually evaluate the potential effects of each interchange design option to Alternate Route 66, Wilmington to Joliet.

Figure 5-42. #13 Alternate Route 66, Wilmington to Joliet – Map 1



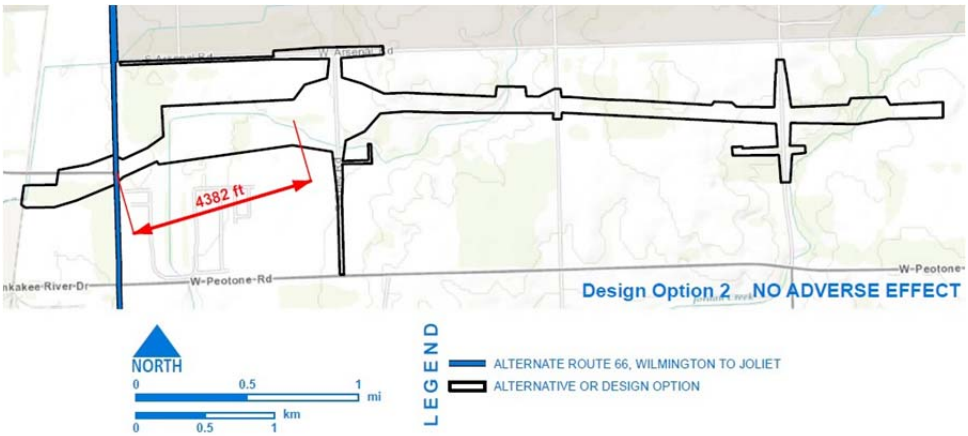
Alternatives 1, 2, 3 and Design Option 6 in vicinity of Alternate Route 66; see Appendix A for larger map

Figure 5-43. #13 Alternate Route 66, Wilmington to Joliet – Map 2



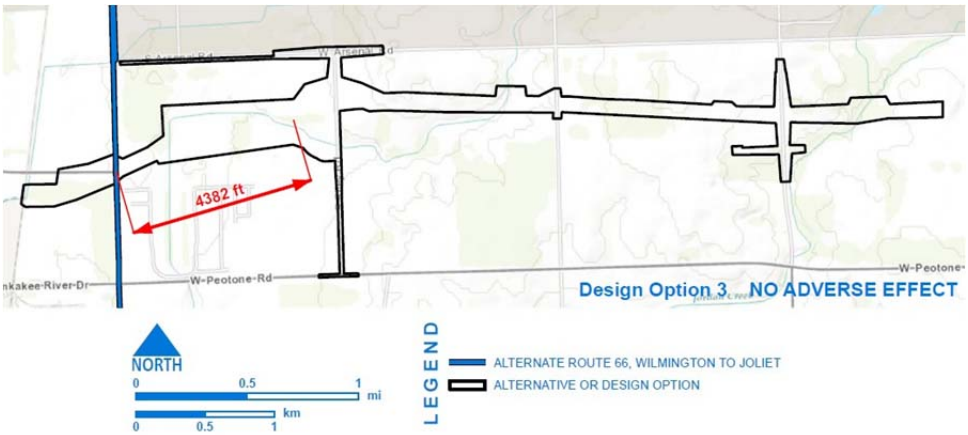
Design Option 1 in vicinity of Alternate Route 66; see Appendix A for larger map

Figure 5-44. #13 Alternate Route 66, Wilmington to Joliet – Map 3



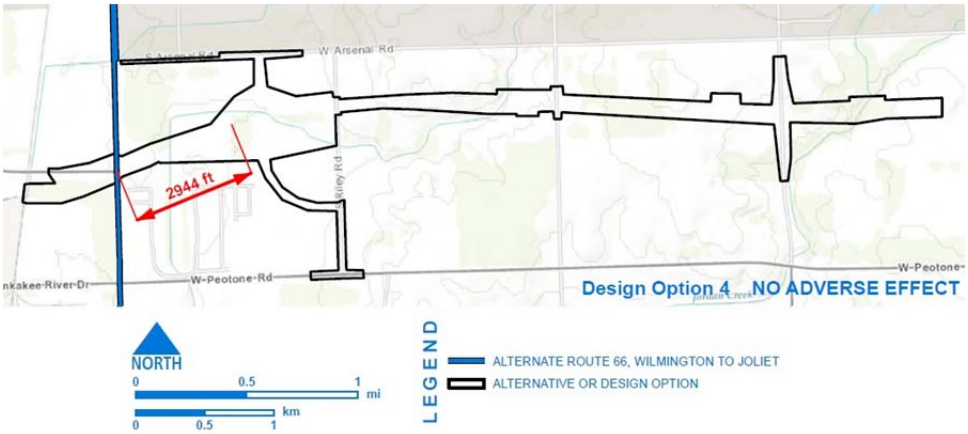
Design Option 2 in vicinity of Alternate Route 66; see Appendix A for larger map

Figure 5-45. #13 Alternate Route 66, Wilmington to Joliet – Map 4



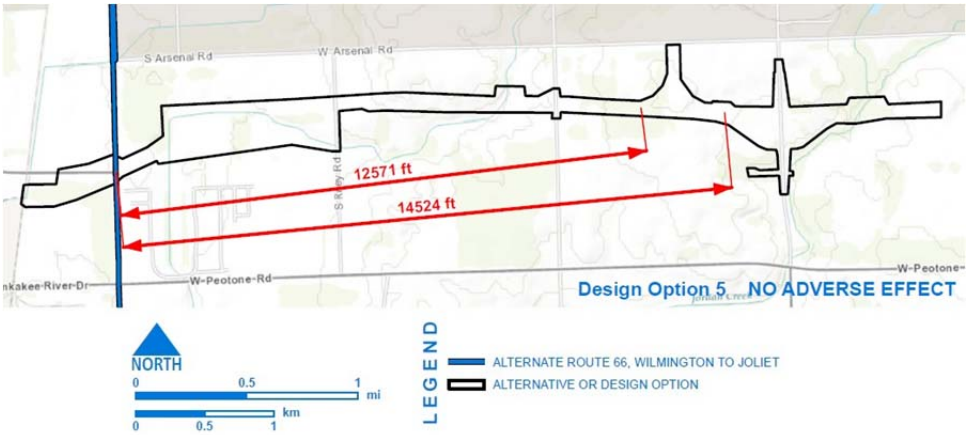
Design Option 3 in vicinity of Alternate Route 66; see Appendix A for larger map

Figure 5-46. #13 Alternate Route 66, Wilmington to Joliet – Map 5



Design Option 4 in vicinity of Alternate Route 66; see Appendix A for larger map

Figure 5-47. #13 Alternate Route 66, Wilmington to Joliet – Map 6



Design Option 5 in vicinity of Alternate Route 66; see Appendix A for larger map

5.7.1 Alternatives 1, 2, and 3; Design Option 6

Project implementation under Alternatives 1, 2, and 3 would include the construction of an elevated limited-access highway alignment, consisting of eastbound and westbound lanes divided by a median approximately between 15 feet and 23 feet above grade. The highway alignment would cross over Alternate Route 66 via an overpass near its intersection with New River Road. The overpass would consist of a grade-separated bridge that is approximately 23 feet above grade; it would descend to grade level after crossing Alternate Route 66 on its east side. New River Road would be shifted north by approximately 400 feet to accommodate the proposed alignment and would form a new intersection with IL-53; the proposed intersection design would be identical to the existing New River Road and IL-53 intersection. To accommodate the proposed alignment, a commercial building and a farmstead would be demolished on the west and east sides of Alternate Route 66.

No interchange is proposed at or in the vicinity of IL-53 under Alternatives 1, 2, and 3. Similarly, the proposed Design Option 6 consists of no interchange alternative at or in the vicinity of IL-53. Design Option 6 would consist of the proposed overpass described under Alternatives 1, 2, and 3 and the nearest interchanges would be located further west at I-55 and east at Co Hwy 43.

Physical impacts to Alternate Route 66 would occur because project activity is proposed within its NRHP boundary but would not adversely affect Alternate Route 66's integrity of design, materials, and workmanship. The overall 15.9-mile Alternate Route 66 retains integrity of design, workmanship, and materials. However, the road's contributing two-lane segment at and in the vicinity of Alternatives 1, 2, and 3 and Design Option 6 has diminished integrity of design, workmanship, and materials due to previous modifications that include the existing New River Road intersection with additional turn lanes, additional turn lanes at Wilmington-Peotone Road, and re-paving. The proposed highway alignment would cross over Alternate Route 66 via an overpass but these proposed facilities would not physically impact the property. The existing New River Road and IL-53 intersection would be shifted north to form a new but identical intersection with IL-53. Although the realignment of New River Road would physically alter this segment of the two-lane road, it would replicate the existing intersection in its entirety and would not adversely affect the road's diminished integrity of design, workmanship, and materials in this section. As a result, project implementation would have no adverse effect to the property's integrity of design, materials, and workmanship.

Although project activity is proposed within the NRHP boundary, Alternate Route 66 would not be realigned as part of any proposed project implementation and would retain its original location. Therefore, the project would have no effect to the property's integrity of location.

Project implementation would not adversely affect Alternate Route 66's setting at or in the vicinity of Alternatives 1, 2, and 3 and Design Option 6. The project would introduce new built components into this setting through the elevated highway alignment and overpass and the farmstead and commercial building at the road's existing intersection with New River Road would be demolished to accommodate the overpass. However, the road's integrity of setting and views to and along the road in this segment have already been diminished by previous modifications not related to the project, which includes a more recently constructed housing development and large industrial facilities in its vicinity; the road as a whole still retains its overall setting characterized by a primarily open and agricultural landscape. Because no significant views would be obscured by the proposed facility, no adverse visual effects to this property were identified. Based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for the property; as an existing roadway, the property is not a noise sensitive site. Therefore, project implementation would have no adverse effect to the property's integrity of setting.

Although new built components would be introduced into the road's setting and a new intersection with New River Road would be created, the road would still continue to convey its feeling as a travel route and its association with Route 66 and its 1926 and 1945 highway construction. Therefore, project implementation would have no adverse effect to the property's integrity of feeling and association.

Based on this evaluation, the Illiana Corridor Alternatives 1, 2, and 3, and Design Option 6 would have **no adverse effect** to Alternate Route 66, Wilmington to Joliet.

5.7.2 Design Option 1

Project implementation under Design Option 1 would include the construction of a partial cloverleaf interchange directly at IL-53 near its intersection with New River Road and additional through and turn lanes on IL-53. The elevated limited-access highway alignment would cross over Alternate Route 66 and connect to it via a direct partial cloverleaf interchange. The proposed interchange would be located approximately 23 feet above Alternate Route 66 with northbound and southbound ramps connecting to its east and west sides, respectively. The proposed interchange would shift New River Road from its existing intersection with Alternate Route 66 to north of the proposed highway alignment at a seventy degree angle. IL-53 is currently two lanes in this location and two additional through lanes and one turn lane would be constructed in the proposed interchange area to accommodate increased traffic as well as on and off ramp turning movements.

Physical impacts to Alternate Route 66 would occur because project activity is proposed within its NRHP boundary. The overall 15.9-mile Alternate Route 66 retains integrity of design, workmanship, and materials. However, the road's contributing two-lane segment at and in the vicinity of Design Option 1 has diminished integrity of design, workmanship, and materials due to previous modifications that include the existing New River Road intersection with additional turn lanes, additional turn lanes at Wilmington-Peotone Road, and re-paving. The existing New River Road and IL-53 intersection would be shifted north to form a new but identical intersection with IL-53. Although the realignment of New River Road would physically alter this segment of the two-lane road, it would replicate the existing intersection in its entirety and would not adversely affect the road's diminished integrity of design, workmanship, and materials in this section. However, the construction of the interchange ramps directly connected to Alternate Route 66's east and west sides as well as the proposed additional through and turn lanes along the existing two-lane 1926 section would substantially alter the original road width and shoulder profile, which are contributing elements of this segment of Alternate Route 66. As a result, project implementation would have a cumulative adverse effect to the property's integrity of design, materials, and workmanship.

Although physical impacts to Alternate Route 66 would occur with the construction of the interchange ramps and additional through and turn lanes within its NRHP boundary, the road would not be realigned as part of any proposed work and would

retain its original location. Therefore, the project would have no effect to the property's integrity of location.

Project implementation would adversely affect Alternate Route 66's setting at or in the vicinity of Design Option 1. In this segment, the road's integrity of setting and views to and along the road have already been diminished by previous modifications not related to the project, which include a more recently constructed housing development and large industrial facilities in its vicinity; the road as a whole still retains its overall setting characterized by a primarily open and agricultural landscape. The project would introduce new built components into this setting through the elevated highway alignment, partial cloverleaf interchange, additional through and turn lanes along Alternate Route 66, and demolition of a farmstead and commercial building at the road's existing intersection with New River Road. The remaining vestiges of the road's historic setting in this segment would be substantially altered by the proposed highway alignment, partial cloverleaf interchange, and additional through and turn lanes. Based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for the property; as an existing roadway, the property is not a noise-sensitive site. Therefore, project implementation would have a cumulative adverse effect to the property's integrity of setting.

The construction of the partial cloverleaf interchange directly at IL-53 and associated additional through and turn lanes along IL-53 would alter Alternate Route 66's feeling and association as a two-lane 1926 transportation route in this segment, resulting in an adverse effect to integrity of feeling and association. Therefore, project implementation would have an adverse effect to the property's integrity of feeling and association.

Based on this evaluation, the Illiana Corridor Design Option 1 would have **an adverse effect** to Alternate Route 66, Wilmington to Joliet.

5.7.3 Design Option 2

Project implementation under Design Option 2 would include the construction of an overpass at IL-53's existing intersection at New River Road and a conventional diamond interchange at Riley Road. The elevated limited-access highway alignment would cross over Alternate Route 66 via an overpass near its current intersection with New River Road; no direct interchange would be located at IL-53. The overpass would be a single-span grade separated bridge, approximately 160 feet in length, approximately 23 feet above IL-53 at its highest point. New River Road would be shifted north approximately 400 feet to accommodate the proposed alignment and would form a new intersection with IL-53; the proposed intersection design would be identical to the existing New River Road and IL-53 intersection. The overpass carrying the highway alignment would return to grade level east of Alternate Route 66 and connect to a diamond type interchange at Riley Road, approximately 1 mile east of Alternate Route 66. Riley Road would be fully reconstructed between South Arsenal Road and Wilmington-Peotone roads.

Physical impacts to Alternate Route 66 would occur because project activity is proposed within its NRHP boundary but would not adversely affect Alternate Route 66's integrity of design, materials, and workmanship. The overall 15.9-mile Alternate Route 66 retains integrity of design, workmanship, and materials. However, the road's contributing two-lane segment at and in the vicinity of Design Option 2 has diminished integrity of design, workmanship, and materials due to previous modifications that include the existing New River Road intersection with additional turn lanes, additional turn lanes at Wilmington-Peotone Road, and re-paving. The proposed highway alignment would cross over Alternate Route 66 via an overpass but these proposed facilities would not physically impact the property; the diamond type interchange located east at South Riley Road would not physically impact the property. The existing New River Road and IL-53 intersection would be shifted north to form a new but identical intersection with IL-53. Although the realignment of New River Road would physically alter this segment of the two-lane road, it would replicate the existing intersection in its entirety and would not adversely affect the road's diminished integrity of design, workmanship, and materials in this section. As a result, project implementation would have no adverse effect to the property's integrity of design, materials, and workmanship.

Although physical impacts to Alternate Route 66 would occur with the shifting of New River Road and additional turn lanes within its NRHP boundary, the road would not be realigned as part of any proposed work and would retain its original location. Therefore, the project would have no effect to the property's integrity of location.

Project implementation would not adversely affect Alternate Route 66's setting at or in the vicinity of Design Option 2. The project would introduce new built components into this setting through the elevated highway alignment and overpass and the farmstead and commercial building at the road's existing intersection with New River Road would be demolished to accommodate the overpass. However, the road's integrity of setting and views to and along the road in this segment have already been diminished by previous modifications not related to the project, which includes a more recently constructed housing development and large industrial facilities in its vicinity; the road as a whole still retains its overall setting characterized by a primarily open and agricultural landscape. Because no significant views would be obscured by a proposed facility, no adverse visual effects to this property were identified. Based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for the property; as an existing roadway, the property is not a noise sensitive site. Therefore, project implementation would have no adverse effect to the property's integrity of setting.

Although alterations to the property's setting would occur and a new intersection with New River Road would be created, the road would still continue to convey its feeling as a travel route and its association with Route 66 and its 1926 and 1945 highway construction. Therefore, project implementation would have no adverse effect to the property's integrity of feeling and association.

Based on this evaluation, the Illiana Corridor Design Option 2 would have **no adverse effect** to Alternate Route 66, Wilmington to Joliet.

5.7.4 Design Option 3

Project implementation under Design Option 3 would include the construction of an overpass at IL-53's existing intersection at New River Road and a modified partial cloverleaf type interchange at Riley Road. The elevated limited-access highway alignment would cross over Alternate Route 66 via an overpass near its current intersection with New River Road; no direct interchange would be located at IL-53. The overpass would be a single-span grade-separated bridge, approximately 160 feet in length and approximately 23 feet above IL-53 at its highest point. New River Road would be shifted north approximately 400 feet to accommodate the proposed alignment and would form a new intersection with IL-53. The overpass carrying the highway alignment would return to grade level east of South Riley Road and connect to a modified partial cloverleaf type interchange at Riley Road, approximately 1 mile east of Alternate Route 66. The modified partial cloverleaf interchange would be constructed at grade with an overpass carrying the proposed mainline over South Riley Road. This interchange type would consist of westbound traffic following the standard diamond-type interchange with on and off ramps located on the north side of the alignment and connecting to the east and west sides of South Riley Road. The eastbound traffic ramps would be located on the south side of the alignment and would form cloverleaf ramps on the west side of South Riley Road. This option avoids crossing through a farm located on the east side of South Riley Road, just south of the alignment. Additional turn lanes would be added to West Arsenal Road and West Wilmington-Peotone Road at South Riley Road. Riley Road would be fully reconstructed between South Arsenal Road and Wilmington-Peotone roads.

Physical impacts to Alternate Route 66 would occur because project activity is proposed within its NRHP boundary but would not adversely affect Alternate Route 66's integrity of design, materials, and workmanship. The overall 15.9-mile Alternate Route 66 retains integrity of design, workmanship, and materials. However, the road's contributing two-lane segment at and in the vicinity of Design Option 3 has diminished integrity of design, workmanship, and materials due to previous modifications that include the existing New River Road intersection with additional turn lanes, additional turn lanes at Wilmington-Peotone Road, and re-paving. The proposed highway alignment would cross over Alternate Route 66 via an overpass but these proposed facilities would not physically impact the property; the modified partial cloverleaf interchange located east at South Riley Road would not physically impact the property. The existing New River Road and IL-53 intersection would be shifted north to form a new but identical intersection with IL-53. Although the realignment of New River Road would physically alter this segment of the two-lane road, it would replicate the existing intersection in its entirety and would not adversely affect the road's diminished integrity of design, workmanship, and materials in this section. As a result, project implementation would have no adverse effect to the property's integrity of design, materials, and workmanship.

Although physical impacts to Alternate Route 66 would occur with the shifting of New River Road and additional turn lanes within its NRHP boundary, the road would not be realigned as part of any proposed work and would retain its original location. Therefore, the project would have no effect to the property's integrity of location.

Project implementation would not adversely affect Alternate Route 66's setting at or in the vicinity of Design Option 3. The project would introduce new built components into this setting through the elevated highway alignment and overpass and the farmstead and commercial building at the road's existing intersection with New River Road would be demolished to accommodate the overpass. However, the road's integrity of setting and views to and along the road in this segment have already been diminished by previous modifications not related to the project, which includes a more recently constructed housing development and large industrial facilities in its vicinity; the road as a whole still retains its overall setting characterized by a primarily open and agricultural landscape. Because no significant views would be obscured by a proposed facility, no adverse visual effects to this property were identified. Based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for the property; as an existing roadway, the property is not a noise sensitive site. Therefore, project implementation would have no adverse effect to the property's integrity of setting.

Although alterations to the property's setting would occur and a new intersection with New River Road would be created, the road would still continue to convey its feeling as a travel route and its association with Route 66 and its 1926 and 1945 highway construction. Therefore, project implementation would have no adverse effect to the property's integrity of feeling and association.

Based on this evaluation, the Illiana Corridor Design Option 3 would have **no adverse effect** to Alternate Route 66, Wilmington to Joliet.

5.7.5 Design Option 4

Project implementation under Design Option 4 would include the construction of an overpass at IL-53's existing intersection at New River Road, a diamond type interchange offset from Riley Road, two new access roads associated with the offset interchange, and the reconstruction of West Arsenal and West Peotone roads. The elevated limited-access highway alignment would cross over Alternate Route 66 via an overpass near its current intersection with New River Road; no direct interchange would be located at IL-53. The overpass would be a single-span grade-separated bridge, approximately 160 feet in length and approximately 23 feet above IL-53 at its highest point. New River Road would be shifted north approximately 400 feet to accommodate the proposed alignment and would form a new intersection with IL-53. The overpass carrying the highway alignment would return to grade level east of Alternate Route 66 and connect to a diamond type interchange, approximately 3,500 feet east of Alternate Route 66 and approximately 1,700 feet west of South Riley Road. The diamond type interchange would be constructed at grade with an overpass carrying the proposed realigned over South Riley Road over the mainline. The interchange would consist of Illiana Corridor

westbound ramps connecting to a realigned Riley Road located on the north side of the interchange. The realigned road would be approximately 4,800 feet in length and consist of a northbound and southbound lane terminating at South Arsenal Road to the north and tying in with the existing Riley Road approximately 2,400 feet south of the mainline. Illiana Corridor eastbound ramps would connect to a realigned Riley Road located on the south side of the interchange. The overpass carrying proposed South Riley Road over the mainline would consist of a two-span grade-separated bridge that is approximately 240 feet in length. New turn lanes would be constructed along Arsenal Road at its intersection with the realigned South Riley Road ties in and new turn lanes would be constructed at the intersection of West Peotone and South Riley roads.

Physical impacts to Alternate Route 66 would occur because project activity is proposed within its NRHP boundary but would not adversely affect Alternate Route 66's integrity of design, materials, and workmanship. The overall 15.9-mile Alternate Route 66 retains integrity of design, workmanship, and materials. However, the road's contributing two-lane segment at and in the vicinity of Design Option 4 has diminished integrity of design, workmanship, and materials due to previous modifications that include the existing New River Road intersection with additional turn lanes, additional turn lanes at Wilmington-Peotone Road, and re-paving. The proposed highway alignment would cross over Alternate Route 66 via an overpass but these proposed facilities would not physically impact the property; the diamond type interchange offset west of South Riley Road would not physically impact the property. The existing New River Road and IL-53 intersection would be shifted north to form a new but identical intersection with IL-53. Although the realignment of New River Road would physically alter this segment of the two-lane road, it would replicate the existing intersection in its entirety and would not adversely affect the road's diminished integrity of design, workmanship, and materials in this section. As a result, project implementation would have no adverse effect to the property's integrity of design, materials, and workmanship.

Although physical impacts to Alternate Route 66 would occur with the shifting of New River Road within its NRHP boundary, the road would not be realigned as part of any proposed work and would retain its original location. Therefore, the project would have no effect to the property's integrity of location.

Project implementation would not adversely affect Alternate Route 66's setting at or in the vicinity of Design Option 4. The project would introduce new built components into this setting through the elevated highway alignment and overpass and the farmstead and commercial building at the road's existing intersection with New River Road would be demolished to accommodate the overpass. However, the road's integrity of setting and views to and along the road in this segment have already been diminished by previous modifications not related to the project, which includes a more recently constructed housing development and large industrial facilities in its vicinity; the road as a whole still retains its overall setting characterized by a primarily open and agricultural landscape. Because no significant views would be obscured by a proposed facility, no adverse visual effects to this property were identified. Based on current information and technical study data, no auditory, vibratory, or atmospheric impacts

were identified for the property; as an existing roadway, the property is not a noise sensitive site. Therefore, project implementation would have no adverse effect to the property's integrity of setting.

Although minimal alterations to the property's setting would occur and a new intersection with New River Road would be created, the road would still continue to convey its feeling as a travel route and its association with Route 66 and its 1926 and 1945 highway construction. Therefore, project implementation would have no adverse effect to the property's integrity of feeling and association.

Based on this evaluation, the Illiana Corridor Design Option 4 would have **no adverse effect** to Alternate Route 66, Wilmington to Joliet.

5.7.6 Design Option 5

Project implementation under Design Option 5 would include the construction of an overpass at IL-53's existing intersection at New River Road, an overpass carrying the Illiana Corridor over South Riley Road, and a split diamond type interchange offset at Old Chicago Road. The elevated limited-access highway alignment would cross over Alternate Route 66 via an overpass near its current intersection with New River Road; no direct interchange would be located at IL-53. The overpass would be a single-span grade-separated bridge, approximately 160 feet in length and approximately 23 feet above IL-53 at its highest point. New River Road would be shifted approximately 400 feet to accommodate the proposed alignment and would form a new intersection with IL-53. The overpass carrying the highway alignment would return to grade level east of Alternate Route 66 and connect to a split diamond-type interchange at Old Chicago Road, approximately 2.5 miles east of Alternate Route 66. The proposed interchange would consist of split access ramps separated by approximately 650 feet. The Illiana Corridor westbound ramps would be constructed on the north side of the proposed at-grade alignment, terminating at South Arsenal Road and located approximately 2.5 miles east of Alternate Route 66 and approximately 1,800 feet west of Old Chicago Road. The proposed highway eastbound ramps would be constructed on the south side of the proposed at-grade alignment along the east and west sides of Old Chicago Road and located approximately 2.9 miles east of Alternate Route 66. An overpass carrying Old Chicago Road over the Illiana Corridor would be constructed and consist of a two-span grade-separated bridge that is approximately 230 feet in length.

Physical impacts to Alternate Route 66 would occur because project activity is proposed within its NRHP boundary but would not adversely affect Alternate Route 66's integrity of design, materials, and workmanship. The overall 15.9-mile Alternate Route 66 retains integrity of design, workmanship, and materials. However, the road's contributing two-lane segment at and in the vicinity of Design Option 5 has diminished integrity of design, workmanship, and materials due to previous modifications that include the existing New River Road intersection with additional turn lanes, additional turn lanes at Wilmington-Peotone Road, and re-paving. The proposed highway alignment would cross over Alternate Route 66 via an overpass but these proposed facilities would not physically impact the property; the diamond type interchange offset west of South Riley

Road would not physically impact the property. The existing New River Road and IL-53 intersection would be shifted north to form a new but identical intersection with IL-53. Although the realignment of New River Road would physically alter this segment of the two-lane road, it would replicate the existing intersection in its entirety and would not adversely affect the road's diminished integrity of design, workmanship, and materials in this section. As a result, project implementation would have no adverse effect to the property's integrity of design, materials, and workmanship.

Although physical impacts to Alternate Route 66 would occur with the shifting of New River Road within its NRHP boundary, the road would not be realigned as part of any proposed work and would retain its original location. Therefore, the project would have no effect to the property's integrity of location.

Project implementation would not adversely affect Alternate Route 66's setting at or in the vicinity of Design Option 5. The project would introduce new built components into this setting through the elevated highway alignment and overpass and the farmstead and commercial building at the road's existing intersection with New River Road would be demolished to accommodate the overpass. However, the road's integrity of setting and views to and along the road in this segment have already been diminished by previous modifications not related to the project, which includes a more recently constructed housing development and large industrial facilities in its vicinity; the road as a whole still retains its overall setting characterized by a primarily open and agricultural landscape. Because no significant views would be obscured by a proposed facility, no adverse visual effects to this property were identified. Based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for the property; as an existing roadway, the property is not a noise sensitive site. Therefore, project implementation would have no adverse effect to the property's integrity of setting.

Although minimal alterations to the property's setting would occur and a new intersection with New River Road would be created, the road would still continue to convey its feeling as a travel route and its association with Route 66 and its 1926 and 1945 highway construction. Therefore, project implementation would have no adverse effect to the property's integrity of feeling and association.

Based on this evaluation, the Illiana Corridor Design Option 5 would have **no adverse effect** to Alternate Route 66, Wilmington to Joliet.

Figure 5-48. #13 Alternate Route 66, Wilmington to Joliet – Photo 1

Facing southwest from South Arsenal Road to Alternate Route 66; proposed project located near treeline (at left)

Figure 5-49. #13 Alternate Route 66, Wilmington to Joliet – Photo 2

Facing south from South Arsenal Road to proposed project (located near treeline); Alternate Route 66 located at right (not visible)

Figure 5-50. #13 Alternate Route 66, Wilmington to Joliet – Photo 3

Facing southwest along 1945 four-lane segment of Alternate Route 66 from north of South Arsenal Road (at left)

Figure 5-51. #13 Alternate Route 66, Wilmington to Joliet – Photo 4

Facing southwest along 1926 two-lane segment of Alternate Route 66 at New River Road (at right)

Figure 5-52. #13 Alternate Route 66, Wilmington to Joliet – Photo 5

Facing north along 1926 two-lane segment of Alternate Route 66 at New River Road (behind)

Figure 5-53. #13 Alternate Route 66, Wilmington to Joliet – Photo 6

Facing south along 1926 two-lane segment of Alternate Route 66 at Wilmington-Peotone Road

Figure 5-54. #13 Alternate Route 66, Wilmington to Joliet – Photo 7

Facing northeast to 1926 two-lane segment of Alternate Route 66 at Wilmington-Peotone Road

5.8 #167 Howard Hyde House

See Appendix A and Figure 5-55 through Figure 5-59.

The ca. 1939 Howard Hyde House at 20221 West Arsenal Road is a two-story house with a hipped roof and a rectangular footprint; it has been moved from its original location. The house is of no discernible style but references the Italian Renaissance Revival style with its clay tile roof and wide overhanging eaves, and the American Foursquare form with its box-like appearance, symmetrical fenestration pattern, hipped roof, and central hipped dormer. Notable features include stucco cladding and large porches. The parcel also contains several non-historic buildings that include a small, vinyl-clad, side-gable house directly behind and south of the Howard Hyde House, a large metal pole barn, and a mobile home. The historic property boundary encompasses only the Howard Hyde House's footprint due to the lack of integrity of setting as a result of the house's relocation in ca. 1941 due to the construction of the Joliet Arsenal's Elwood Ordnance Plant.

The Howard Hyde House is eligible under Criterion C and Criteria Consideration B as a good example of a moved vernacular farmhouse influenced by the American Foursquare form and the Italian Renaissance Revival style. It does not retain integrity of location or setting. For a property to retain integrity of setting under Criteria Consideration B, it must "have an orientation, setting and general environment that are comparable to those of the historic location, and that are compatible with the property's

significance." The Howard Hyde House does not meet these criteria because its greater rural setting is compromised by a cluster of non-historic buildings which surround the house, and non-historic neighboring properties. The Howard Hyde House retains enough historic features to convey its architectural associations as a vernacular building influenced by the Italian Renaissance Revival style. The Howard Hyde House retains integrity of design, materials, and workmanship through its overall form, massing, and architectural features, including its box-like appearance, symmetrical fenestration pattern, hipped roof, central hipped dormer, and clay tile roof. These elements convey its historic and architectural associations. Therefore, the house retains integrity of feeling as an early twentieth century vernacular house influenced by the American Foursquare form and Italian Renaissance style, and its association with that form and style.

Near the Howard Hyde House, three potential alternatives and IL-53 Design Options 2 and 3 are currently under consideration. In this area, the proposed alternatives are identical and would consist of the mainline alignment running approximately 1,000 feet south of West Arsenal Road and overpasses carrying South Riley Road over the mainline alignment. The IL-53 Design Option 2 would consist of a diamond interchange at South Riley Road; Design Option 3 would consist of a modified partial cloverleaf interchange at South Riley Road. For the purposes of this report, the following assessments individually evaluate the potential effects of the three alternatives and IL-53 Design Options 2 and 3 to the Howard Hyde House.

Figure 5-55. #167 Howard Hyde House – Map

Proposed project in vicinity of Howard Hyde House; see Appendix A for larger map

5.8.1 Alternatives 1, 2, and 3

Project implementation under Alternatives 1, 2, and 3 would include the construction of an at-grade limited-access highway alignment and an overpass carrying South Riley Road over the highway alignment. South Indian Trail Road would close to through traffic where it meets the alignment. The proposed at-grade highway alignment, spanning west to east, would consist of eastbound and westbound lanes divided by a median, and be located approximately 1,000 feet south of South Arsenal Road between South Riley Road to the west and South Indian Trail Road to the east. The alignment would be located approximately 696 feet south of the Howard Hyde House's south rear elevation and south NRHP boundary. The proposed overpass carrying South Riley Road over the alignment would consist of a two-span grade-separated bridge that is approximately 230 feet in length. It would be located approximately 3,685 feet southwest of the south rear elevation and south NRHP boundary of the Howard Hyde House.

No physical impacts to the Howard Hyde House would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The Howard Hyde House does not retain integrity of setting due to its relocation to its current location whose setting is incompatible with the property's original historic location that consisted of period agricultural buildings and a nearly 160-acre parcel of open, agricultural land. The house's current location and setting consists of a five-acre parcel located in closer proximity to its neighboring properties and the property contains non-historic residential and agricultural buildings (secondary house, mobile home, and pole barn) that detract from the house's historic function as a farmhouse and are outside of the historic property boundary. No original or significant views remain. Although the proposed corridor and overpass at South Riley Road may be potentially visible from portions of the Howard Hyde House's west, south, and east elevations, those views would be obstructed by the intervening non-historic buildings, tree lines, and mature vegetation. No significant views to or from the property exist because it was moved and does not retain integrity of setting. In addition, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, the proposed project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an early twentieth century vernacular farmhouse influenced by the American Foursquare form and Italian Renaissance Revival style or its association with that form and style. Therefore, project implementation would have no effect to the property's integrity of feeling and association.

Based on this evaluation, the Illiana Corridor Alternatives 1, 2, and 3 would have **no effect** to the Howard Hyde House.

5.8.2 IL-53 Design Option 2

Project implementation under Design Option 2 would include the construction of an overpass at IL-53's existing intersection at New River Road, a conventional diamond type interchange at South Riley Road, additional turn lanes, and new traffic signals. The elevated limited-access highway alignment would cross over IL-53 via an overpass near its current intersection with New River Road; no direct interchange would be located at IL-53. The overpass carrying the highway alignment would return to grade level east of IL-53 and connect to a diamond type interchange at South Riley Road, approximately one mile east of IL-53. The diamond type interchange would consist of Illiana Corridor westbound and eastbound ramps connecting to South Riley Road, which would cross over the alignment via an overpass consisting of a two-span, grade-separated bridge that is approximately 230 feet in length. The proposed interchange would be located approximately 3,043 feet southwest of the Howard Hyde House's west side elevation and west NRHP boundary. To accommodate the projected traffic increase on IL-53 associated with the proposed project, additional turn lanes and a traffic signal would be added to South Riley Road at its intersection with Wilmington-Peotone Road, located approximately 2,400 feet south of the South Riley Road overpass. Additionally, a traffic signal would be installed at South Riley Road's intersection at South Arsenal Road, located approximately 2,100 feet north of the overpass. South Riley Road would be fully reconstructed between South Arsenal and Wilmington-Peotone roads. The additional turn lanes on South Arsenal Road would be located approximately 3,362 feet northwest of the Howard Hyde House's west side elevation and west NRHP boundary.

No physical impacts to the Howard Hyde House would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The Howard Hyde House does not retain integrity of setting due to its relocation to its current location whose setting is incompatible with the property's original historic location that consisted of period agricultural buildings and a nearly 160-acre parcel of open, agricultural land. The house's current location and setting consists of a 5-acre parcel located in closer proximity to its neighboring properties and the property contains non-historic residential and agricultural buildings (secondary house, mobile home, and pole barn) that detract from the house's historic function as a farmhouse and are outside of the historic property boundary. No original or significant views remain. Although the proposed corridor and interchange at South Riley Road may be potentially visible from portions of the Howard Hyde House's west, south, and east elevations, those views would be obstructed by the intervening non-historic buildings, tree lines, and mature vegetation. No significant views to or from the property exist because it was moved and does not retain integrity of setting. In addition, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, the proposed project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an early twentieth century vernacular farmhouse influenced by the American Foursquare form and Italian

Renaissance Revival style or its association with that form and style. Therefore, project implementation would have no effect to the property's integrity of feeling and association.

Based on this evaluation, the Illiana Corridor IL-53 Design Option 2 would have **no effect** to the Howard Hyde House.

5.8.3 IL-53 Design Option 3

Project implementation under Design Option 3 would include the construction of an overpass at IL-53's existing intersection at New River Road and a modified partial cloverleaf type interchange at South Riley Road. The elevated limited-access highway alignment would cross over IL-53 via an overpass near its current intersection with New River Road; no direct interchange would be located at IL-53. The overpass carrying the highway alignment would return to grade level east of IL-53 and connect to a modified partial cloverleaf type interchange at South Riley Road, approximately one mile east of IL-53. The modified partial cloverleaf type interchange would be constructed at-grade with an overpass carrying the proposed mainline alignment over South Riley Road. This interchange type would consist of westbound traffic following the standard diamond type interchange with on and off ramps located on the north side of the alignment and connecting to the east and west sides of South Riley Road. The eastbound traffic ramps would be located on the south side of the alignment and would form cloverleaf ramps on the west side of South Riley Road. This option avoids crossing through a farm located on the east side of South Riley Road, just south of the alignment. Additional turn lanes would be added to South Arsenal and Wilmington-Peotone roads at South Riley Road, which would be completely reconstructed. To accommodate the projected traffic increase on IL-53 associated with the proposed project, additional turn lanes and a traffic signal would be added to South Riley Road at its intersection with Wilmington-Peotone Road, located approximately 2,400 feet south of the proposed overpass. Additionally, a traffic signal would be installed at the South Riley Road intersection at South Arsenal Road, located approximately 2,100 feet north of the overpass. South Riley Road would be fully reconstructed between South Arsenal and Wilmington-Peotone roads. The proposed interchange would be located approximately 3,043 feet southwest of the Howard Hyde House's west side elevation and west NRHP boundary. The additional turn lanes on South Arsenal Road would be located approximately 3,662 feet northwest of the Howard Hyde House's west side elevation and west NRHP boundary.

No physical impacts to the Howard Hyde House would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The Howard Hyde House does not retain integrity of setting due to its relocation to its current location whose setting is incompatible with the property's original historic location that consisted of period agricultural buildings and a nearly 160-acre parcel of open, agricultural land. The house's current location and setting consists of a 5-acre parcel located in closer proximity to its neighboring properties and the property

contains non-historic residential and agricultural buildings (secondary house, mobile home, and pole barn) that detract from the house's historic function as a farmhouse and are outside of the historic property boundary. No original or significant views remain. Although the proposed corridor and interchange at South Riley Road may be potentially visible from portions of the Howard Hyde House's west, south, and east elevations, those views would be obstructed by the intervening non-historic buildings, tree lines, and mature vegetation. No significant views to or from the property exist because it was moved and does not retain integrity of setting. In addition, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, the proposed project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an early twentieth century vernacular farmhouse influenced by the American Foursquare form and Italian Renaissance Revival style or its association with that form and style. Therefore, project implementation would have no effect to the property's integrity of feeling and association.

Based on this evaluation, the Illiana Corridor IL-53 Design Option 3 would have **no effect** to the Howard Hyde House.

Figure 5-56. #167 Howard Hyde House – Photo 1

Facing southeast to proposed project from pole barn south of Howard Hyde House

Figure 5-57. #167 Howard Hyde House – Photo 2

Facing south to proposed project from pole barn south of Howard Hyde House

Figure 5-58. #167 Howard Hyde House – Photo 3

Facing southwest to proposed project southwest from secondary house south of Howard Hyde House

Figure 5-59. #167 Howard Hyde House – Photo 4

Facing southwest to proposed project from house's west side elevation and west NRHP boundary

5.9 #182 John R. Baskerville Farmstead

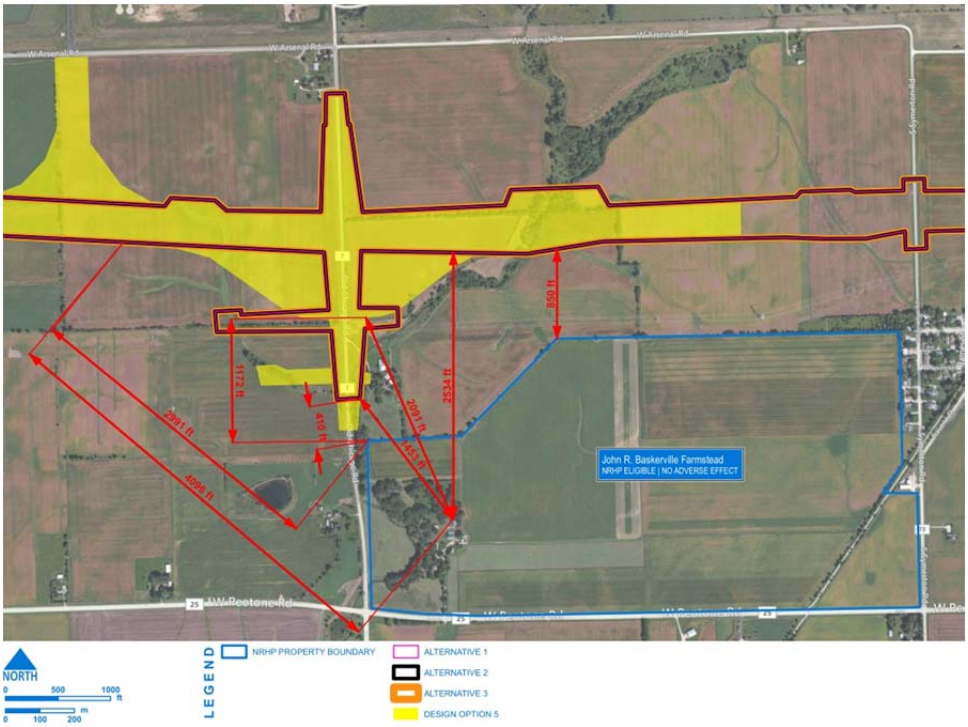
See Appendix A and Figure 5-60 through Figure 5-63.

The late nineteenth century John R. Baskerville Farmstead encompasses approximately 280 acres on the north side of West Peotone Road; and is actively farmed. The farmstead's extant buildings consist of a ca. 1870 bank barn (contributing), ca. 1907 drive-through corn crib barn (contributing), ca. 1910 transverse-frame barn (contributing), ca. 1910 feeder barn (contributing), ca. 1920 farmhouse (contributing), ca. 1941 detached garage (contributing); a round concrete silo (contributing) whose date of construction is unknown but that likely dates between the 1950s and 1960s; and a metal pole barn (noncontributing) that appears to be of more recent construction. The John R. Baskerville Farmstead is eligible for listing in the NRHP under Criterion A for its intact farmstead buildings and layout that cohesively convey its historically significant association with late nineteenth and early twentieth century cattle farming in Florence Township. The property retains its original historic function; its period of significance extends from 1870, when the extant bank barn was constructed, to 1963, the 50 year age consideration from the current date of continued beef cattle and crop operations. The John R. Baskerville Farmstead is located in its original location, and therefore, retains integrity of location. It retains integrity of materials, design, and workmanship due to agricultural outbuildings existing in their original layout, the presence of historic materials, and the existence of few alterations to the buildings' original floor plans. It

also retains integrity of feeling as a small cattle farming operation and its association with late nineteenth and early to mid-twentieth century cattle farming in Will County. The property also retains its integrity of setting.

Near the John R. Baskerville Farmstead, three potential alternatives and IL-53 Design Option 5 are currently under consideration. In this area, the proposed alternatives are identical and would consist of the mainline alignment running approximately 1,400 feet south of South Arsenal Road and an overpass carrying Old Chicago Road over the mainline alignment. The IL-53 Design Option 5 would consist of a split interchange at Old Chicago Road. For the purposes of this report, the following assessments individually evaluate the potential effects of the three alternatives and IL-53 Design Option 5 to the John R. Baskerville Farmstead.

Figure 5-60. #182 John R. Baskerville Farmstead – Map



Proposed project in vicinity of John R. Baskerville Farmstead; see Appendix A for larger map

5.9.1 Alternatives 1, 2, and 3

Project implementation under Alternatives 1, 2, and 3 would include the construction of an at-grade limited-access highway alignment and an overpass carrying Old Chicago Road over the highway alignment. The proposed at-grade highway alignment, spanning west to east, would consist of eastbound and westbound lanes divided by a median and located approximately 1,400 feet south of South Arsenal Road between Old Chicago Road to the west and South Symerton Road to the east. It would be located approximately 850 feet north of the John R. Baskerville Farmstead's north NRHP boundary and approximately 2,534 feet north of the property's extant buildings. The

proposed overpass carrying Old Chicago Road over the highway alignment would consist of a two-span grade-separated bridge that is approximately 230 feet in length. The proposed overpass would be located approximately 410 feet northwest of the property's northwest NRHP boundary and approximately 1,453 feet northwest of the property's extant buildings.

No physical impacts to the John R. Baskerville Farmstead would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would not adversely affect the John R. Baskerville Farmstead's integrity of setting. Although the proposed highway alignment and Old Chicago Road overpass may be partially visible from the contributing hay shelter and feeder barn, it would be approximately 2,400 feet away; no historically significant views within the property's setting would be obstructed or obscured. The proposed facilities would represent a minor alteration to the property's greater rural visual setting, which has already been diminished to the north by ComEd power transmission lines and towers. The highway alignment would be partially visible from the north rear and east side elevations of the noncontributing pole barn and contributing drive-through corn crib barn, while intervening mature trees and tree lines would obscure views to and from the proposed Old Chicago Road overpass. Furthermore, these buildings and the farm's other extant buildings are oriented south and away from the proposed facilities. Additionally, the surrounding landscape's gently sloped topography and dense vegetation, partially consisting of mature trees, along the farmstead's north and west boundaries obscure views to and from the farm. Because no historically significant views to or from the property would be obscured by any proposed facility, no adverse visual effects to this property were identified. Based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, the proposed project implementation would have no adverse effect to the property's integrity of setting.

Furthermore, although a minor alteration to the property's setting would occur, no project activity would alter the property's feeling as a late nineteenth and early twentieth century cattle farm or its association with cattle farming. Therefore, project implementation would have no effect to the property's integrity of feeling and association.

Based on this evaluation, the Illiana Corridor Alternatives 1, 2, and 3 would have **no adverse effect** to the John R. Baskerville Farmstead.

5.9.2 IL-53 Design Option 5

Project implementation under the IL-53 Design Option 5 would include the construction of a split interchange at Old Chicago Road. The proposed interchange would include access ramps, a new roadbed, and an overpass at Old Chicago Road. The split interchange ramps would be separated by approximately 650 feet. The westbound access ramps would be located on the north side of the alignment, approximately 1,800

feet west of Old Chicago Road, terminating at South Arsenal Road. The eastbound ramps would be located on the south side of the alignment, along the east and west sides of Old Chicago Road. The overpass carrying Old Chicago Road over the highway alignment would consist of a two-span grade-separated bridge that is approximately 230 feet in length. The eastbound ramps would be located approximately 1,172 feet northwest of the John R. Baskerville Farmstead's northwest NRHP boundary and approximately 2,091 feet northwest of the nearest contributing buildings.

No physical impacts to the John R. Baskerville Farmstead would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would not adversely affect the John R. Baskerville Farmstead's integrity of setting. Although the proposed interchange and the Old Chicago Road overpass may be partially visible from some of the property's contributing buildings, no historically significant views within the property's setting would be obstructed or obscured. The proposed facilities would represent a minor alteration to the property's greater rural visual setting, which has already been diminished to the north by ComEd power transmission lines and towers. Intervening mature trees and tree lines would obscure views to and from the proposed interchange and Old Chicago Road overpass. Furthermore, these buildings and the farm's other extant buildings are oriented south and away from the proposed facilities. Additionally, the surrounding landscape's gently sloped topography and dense vegetation, partially consisting of mature trees, along the farmstead's north and west boundaries obscure views to and from the farm. Because no historically significant views to or from the property would be obscured by any proposed facility, no adverse visual effects to this property were identified. Based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, the proposed project implementation would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a late nineteenth and early twentieth century cattle farm or its association with cattle farming. Therefore, project implementation would have no effect to the property's integrity of feeling and association.

Based on this evaluation, the Illiana Corridor IL-53 Design Option 5 would have **no adverse effect** to the John R. Baskerville Farmstead.

Figure 5-61. #182 John R. Baskerville Farmstead – Photo 1

Facing northeast to proposed project from east side elevation of noncontributing pole barn; power transmission towers visible in the distance (at left)

Figure 5-62. #182 John R. Baskerville Farmstead – Photo 2

Facing northeast to proposed project from east side elevation of noncontributing pole barn; power transmission towers visible in the distance

Figure 5-63. #182 John R. Baskerville Farmstead – Photo 3

Facing north to proposed project from north side elevation of contributing detached garage; contributing transverse-frame barn visible at right

5.10 #451 Peotone Mill

See Appendix A and Figure 5-64 through Figure 5-68.

The Peotone Mill, also known as the Rathje Mill, was constructed in ca. 1870 by H. A. Rathje, who brought trained millwrights from Holland to construct a windmill in the Holland plan. The mill has an octagonal shape, with a concrete foundation and is constructed from large timbers in the post-and-beam method. The structure has an overall cone-like massing, with a single story base and a second story that tapers to a point holds the mill fans. A ledge of timbers wrap the exterior of the structure to counterweight the mill fans and gears. The original four fans were approximately 50 feet in length and made from canvas. Today the fans and much of the interior mechanisms have been removed. The exterior is clad in wood shingles, with irregularly spaced windows and dormers.

The Peotone Mill is listed in the NRHP under Criterion A for its association with local agriculture during the late nineteenth and early twentieth centuries, and under Criterion C as an excellent example of a Holland Plan windmill, which was an uncommon windmill form in the United States. It retains its integrity of location, setting, feeling, and association. Due to the removal of its original fans and inner mechanics, the windmill's integrity of design, workmanship, and materials is diminished.

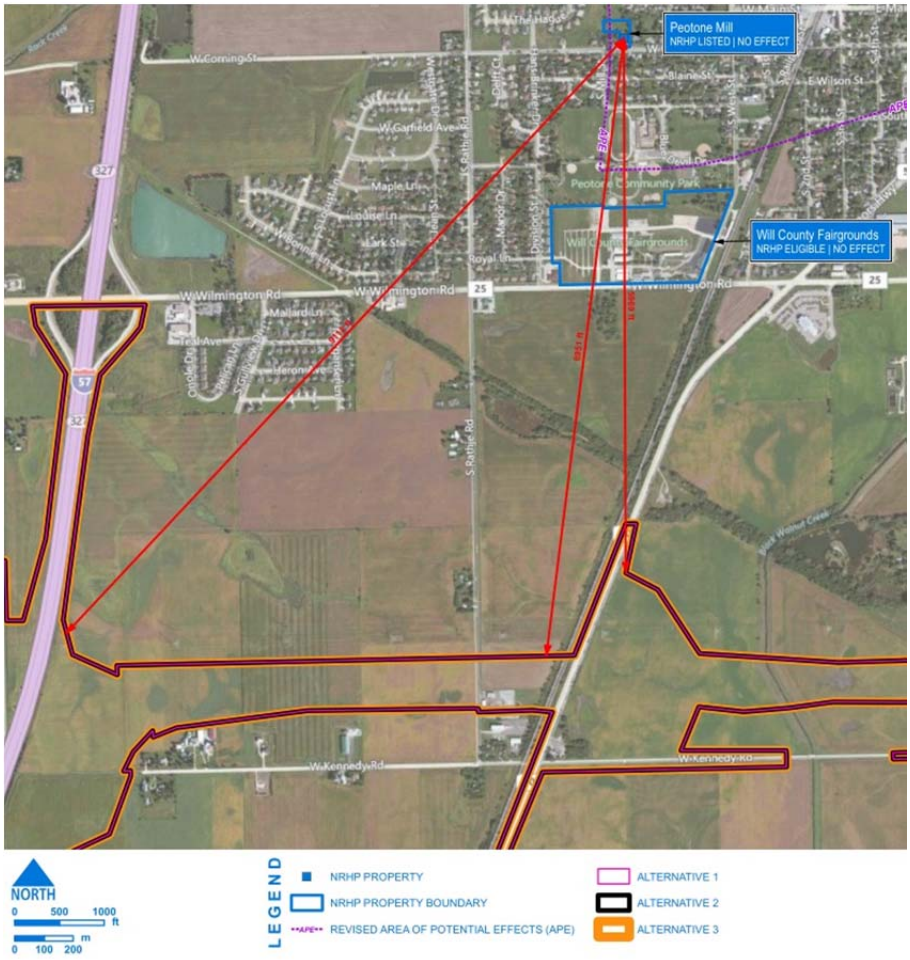
Near the Peotone Mill, three potential alternatives are currently under consideration. In this area, the proposed Alternatives 1, 2, and 3 are identical and would consist of the mainline alignment and a flyover interchange at I-57. Project implementation would include the construction of an at-grade limited-access highway alignment, consisting of eastbound and westbound lanes divided by a median, and located approximately between I-57 to the west and South Drecksler Road to the east. It would be located approximately 6,951 feet south of the structure's south-facing facade and south NRHP boundary. An overpass would also be constructed to carry the proposed highway alignment over South Rathje Road and the CN Railway. The proposed overpass would consist of a single-span grade-separated bridge that is approximately 120 feet in length and would connect to a flyover interchange with IL-50. The proposed flyover interchange at IL-50 would consist of an overpass carrying the proposed highway alignment over IL-50, a two-span grade-separated bridge approximately 340 feet in length, and eastbound and westbound ramps from IL-50 to the Illiana Corridor; it would be located approximately 5,969 feet south of the structure's south NRHP boundary. After crossing IL-50, the proposed highway alignment would remain elevated to cross over Black Walnut Creek via a five-span waterway crossing that is approximately 420 feet in length.

The proposed I-57 interchange would consist of a partial cloverleaf flyover, covering an approximate area of 0.3 square mile, near the termination of Kennedy Road at I-57. The interchange would consist of the highway alignment crossing over I-57 via a two-span grade-separated bridge that is approximately 280 feet in length. Northbound and southbound ramps from the Illiana Corridor to I-57 would connect the proposed highway alignment to the outermost travel lanes of I-57 while eastbound and westbound ramps from I-57 to the Illiana Corridor would connect I-57 to the outermost travel lanes of the proposed highway alignment. The existing Kennedy Road and 88th Avenue intersection would close as a result of the interchange's construction. At its highest point, the proposed interchange would be approximately 50 feet above the existing highway. The northbound and southbound ramps to I-57 would be located approximately 9,112 feet southwest of the structure's south elevation.

No physical impacts to the Peotone Mill would occur. All construction would take place outside of the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would have no effect to the Peotone Mill's integrity of setting. No portion of the proposed highway alignment or interchange at I-57 would be visible from the Peotone Mill due to the long distance to the proposed project work and numerous intervening residential and commercial buildings west and south of the property. No views to or from the Peotone Mill would be obstructed by the proposed highway alignment or interchange at I-57. Because no views would be obstructed, no visual effects to the property were identified. Based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property due to distance from the proposed project. Therefore, the proposed project implementation would have no effects to the property's integrity of setting.

Figure 5-64. #451 Peotone Mill – Map



Proposed project in vicinity of Peotone Mill; see Appendix A for larger map

Furthermore, no project activity would alter the property's feeling as an example of a Holland Plan windmill or its association with that windmill type or with the early agricultural and economic development of Peotone during the late nineteenth and early twentieth centuries. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation the Illiana Corridor Alternatives 1, 2, and 3 would have **no effect** to the Peotone Mill.

Figure 5-65. #451 Peotone Mill – Photo 1

Facing west to proposed project from south-facing facade (at right)

Figure 5-66. #451 Peotone Mill – Photo 2

Facing southwest to proposed project from south-facing facade

Figure 5-67. #451 Peotone Mill – Photo 3

Facing south to proposed project from south-facing facade

Figure 5-68. #451 Peotone Mill – Photo 4

Facing southeast to proposed project from south-facing façade

5.11 #340 Will County Fairgrounds

See Appendix A and Figure 5-69 and Figure 5-71.

The Will County Fairgrounds is an approximately 38-acre site consisting of multiple agricultural fair buildings and features; construction dates range from 1920 to the present. It is located at the northwest corner of South West Street and West Wilmington Road in the city of Peotone. The fairground buildings include the following: the ca. 1920 Fine Arts Building (contributing); the 1920 race track (contributing); the 1949 food concessions stand (contributing); three livestock barns constructed between ca. 1950 and 1963 (contributing); the 1952 restrooms (contributing); the 1955 grandstand (contributing); the 1957 to 1967 Atrium Exhibition Building (contributing) consisting of the 1957 North Atrium Hall, 1961 South Atrium Hall, and 1967 lounge connecting the two halls; the 1957 powerhouse (contributing); the 1957 north gate ticket booth (contributing); the 1958 Bryant Aluminum building (contributing); the 1975 beer stand (noncontributing); the 1978 West Wilmington Road main gate entrance (noncontributing); the 1997 fair office building (noncontributing); and eight livestock barns (noncontributing) for horses, cattle, sheep, hogs, chickens, and rabbits constructed between ca. 1964 and ca. 2012. The buildings are arranged in an approximate U-shape around the fenced race track.

The Will County Fairgrounds is eligible for listing in the NRHP under Criterion A for its historically significant association as a county agricultural and recreational fair that significantly contributed to the promotion and development of agriculture in Will County and served as a center of entertainment and recreation for county residents. It retains its integrity of location, setting, design, feeling, and association. It does not retain integrity of workmanship and materials due to additions and replacement materials to many of the buildings.

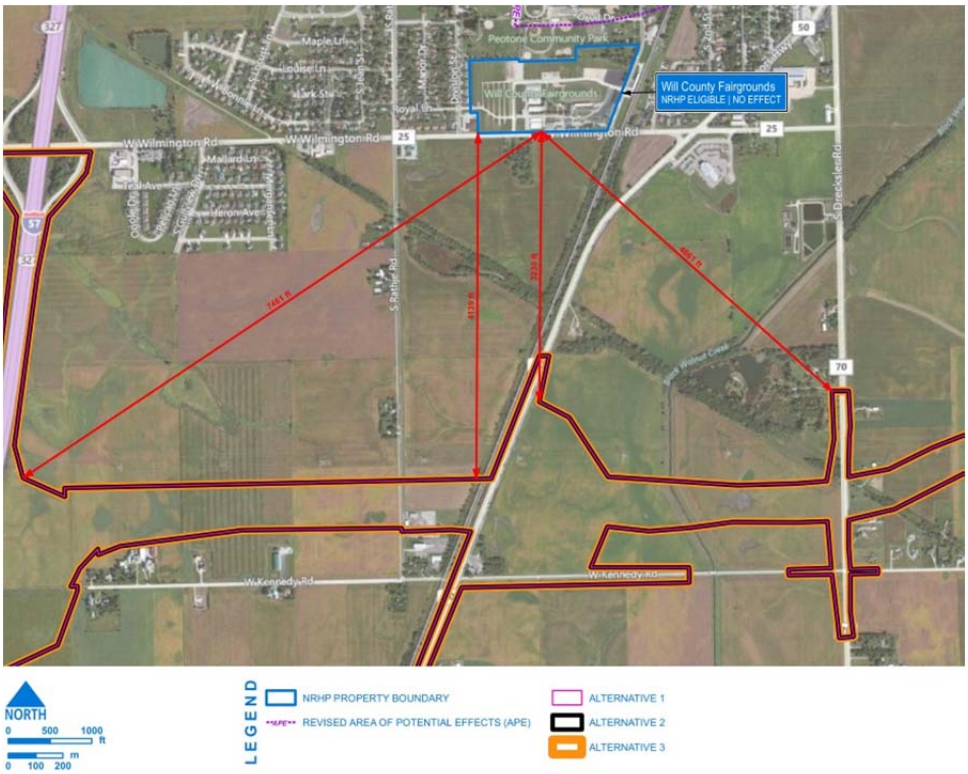
Near the Will County Fairgrounds, three potential alternatives are currently under consideration. In this area, the proposed Alternatives 1, 2, and 3 are identical and would consist of the mainline alignment, an overpass, and an interchange at IL-50 that would be located approximately 3,200 feet south of the district's south NRHP boundary and approximately 3,400 feet south of the nearest contributing building's south elevation. Project implementation would include the construction of an at-grade limited-access highway alignment, consisting of eastbound and westbound lanes divided by a median, and located approximately between I-57 to the west and South Drecksler Road to the east; it would be located approximately 4,139 feet south of the district's south NRHP boundary. An overpass would also be constructed to carry the proposed highway alignment over South Rathje Road and the CN Railway. The proposed overpass would consist of a single-span grade-separated bridge that is approximately 120 feet in length and would connect to a flyover interchange with IL-50. The proposed flyover interchange at IL-50 would consist of an overpass carrying the proposed highway alignment over IL-50, a two-span grade-separated bridge approximately 340 feet in length, and eastbound and westbound ramps from IL-50 to the Illiana Corridor; it would be located approximately 3,230 feet south of the district's south NRHP boundary. After

crossing IL-50, the proposed highway alignment would remain elevated to cross over Black Walnut Creek via a five-span waterway crossing that is approximately 420 feet in length.

Project implementation would also include a partial cloverleaf interchange at I-57, covering an approximate area of 0.3 square mile, near the termination of Kennedy Road at I-57. The proposed interchange would include a highway alignment crossing over I-57 via a two-span grade-separated bridge that is approximately 280 feet in length. The interchange would consist of ramps connecting to IL-50 within the north east quadrant of the interchange and ramps connecting to Kennedy Road in the south east quadrant of the interchange. Kennedy Road would be reconstructed west to IL-50. The existing Kennedy Road and 88th Avenue intersection would close as a result of the interchange's construction. At its highest point, the proposed interchange would be approximately 50 feet above the existing highway. The northbound and southbound ramps to I-57 would be located approximately 7,461 feet southwest of the district's south NRHP boundary.

No physical impacts to the Will County Fairgrounds would occur. All construction would take place outside of the district's NRHP boundary. Therefore no effects to the district's integrity of location, design, materials, and workmanship would occur.

Figure 5-69. #340 Will County Fairgrounds – Map



Proposed project in vicinity of Will County Fairgrounds; see Appendix A for larger map

Project implementation would have no effect to the Will County Fairground's integrity of setting. No portion of the proposed highway alignment, overpass, or interchanges at IL-50 and I-57 would be visible from the Will County Fairgrounds due to the distance to the proposed project work and numerous intervening residential and commercial buildings west and south of the district as well as the landscape's sloping topography and dense mature vegetation south of the district. No views to or from the fairgrounds would be obstructed by the proposed highway alignment or the interchanges. Because no views would be obstructed, no visual effects to the property were identified. Based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this district due to distance from the proposed project. Therefore, the proposed project implementation would have no effects to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a county agricultural and recreational fair or its association with the promotion and development of agriculture in Will County as a center of entertainment and recreation for county residents. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the Illiana Corridor Alternatives 1, 2, and 3 would have **no effect** to the Will County Fairgrounds.

Figure 5-70. #340 Will County Fairgrounds – Photo 1

Facing southwest to proposed project from district's south NRHP boundary; project activity would occur behind the tree line

Figure 5-71. #340 Will County Fairgrounds – Photo 2

Facing south to proposed project from district's south NRHP boundary; project activity would occur behind the tree line

5.12 #416 2444 West Corning Road

See Appendix A and Figure 5-72 through Figure 5-75.

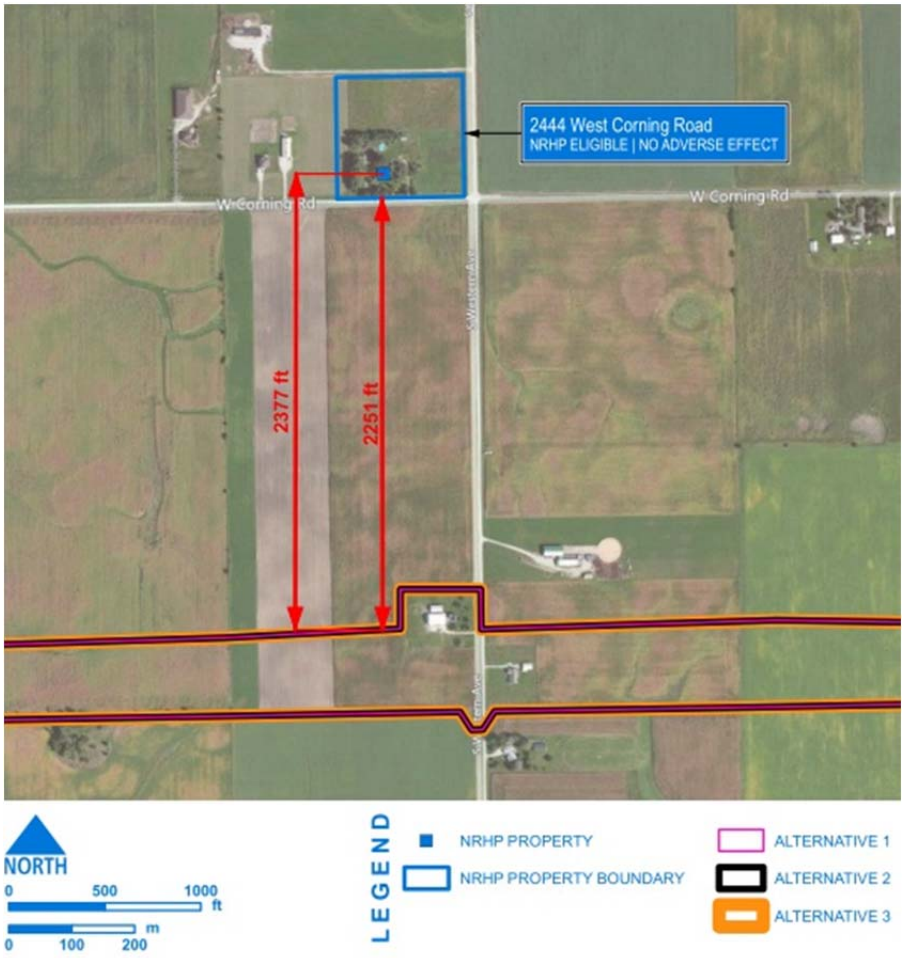
The two-story, irregularly-shaped house at 2444 West Corning Road is a ca. 1895 Queen Anne-style farmhouse characterized by a steeply pitched hipped roof with lower cross gables, a southeast polygonal corner tower, and spindlework decorative detailing. These elements are character-defining features of the Queen Anne style. The house is located at the northwest corner of West Corning Road and South Western Avenue on 9.6 acres of property formerly part of a late nineteenth century farmstead; it is no longer actively farmed. In addition to the farmhouse, the property also retains a corn crib barn and an English barn likely dating to the late nineteenth or early twentieth century as well as a smokehouse likely dating to the mid-twentieth century. The property also contains a non-historic chicken house, date of construction unknown. Only the farmhouse at 2444 West Corning Road was determined a contributing feature; the corn crib barn, English barn, smokehouse, and non-historic chicken house are noncontributing.

The farmhouse at 2444 West Corning Road is eligible for listing in the NRHP under Criterion C as a good local example of a late nineteenth century Queen Anne-style farmhouse incorporating spindlework detailing and complex, irregular massing. It retains its integrity of location, design, workmanship, materials, feeling, and association. It retains integrity of setting, but it has been diminished by more recently constructed houses in its immediate vicinity.

Near the farmhouse at 2444 West Corning Road, three potential alternatives are currently under consideration. In this area, the proposed Alternatives 1, 2, and 3 are identical and would consist of the mainline alignment, running west to east. Project implementation would include the construction of an at-grade, limited-access highway alignment, consisting of eastbound and westbound lanes divided by a median, and located approximately between South Kedzie Avenue to the west and South Western Avenue to the east. It would be located approximately 2,251 feet south of the property's south NRHP boundary and approximately 2,377 feet south of the farmhouse's south-facing facade. Project implementation would close Western Avenue to through traffic where it is intersected by the alignment.

No physical impacts to the farmhouse at 2444 West Corning Road would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Figure 5-72. #416 2444 West Corning Road – Map



Proposed project in vicinity of 2444 West Corning Road; see Appendix A for larger map

Project implementation would not adversely affect the farmhouse at 2444 West Corning Road's integrity of setting. Although the proposed project would be visible from portions of the farmhouse, these facilities would represent a minor alteration to the property's setting, which includes a partial mature tree line just south of the farmhouse. The setting has been diminished by more recently constructed houses to the west and north. Further, although the property's south viewshed is relatively open and looks onto agricultural fields with few intervening elements, the topography is this area is undulating and would obscure views to the proposed at-grade highway alignment from the farmhouse. Because no historically significant views to or from the property would be obscured by a proposed facility, no adverse visual effects to this property were identified. Based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, the proposed project implementation would have no adverse effect to the property's integrity of setting.

Furthermore, although a minor alteration to the property's setting would occur, no project activity would alter the property's feeling as a late nineteenth century Queen Anne-style farmhouse, or its association with that style. Therefore, project implementation would have no effect to the property's integrity of feeling and association.

Based on this evaluation, the Illiana Corridor Alternatives 1, 2, and 3 would have **no adverse effect** to the farmhouse at 2444 West Corning Road.

Figure 5-73. #416 2444 West Corning Road – Photo 1

Facing south to proposed project from south NRHP boundary. Project would be located behind distant farmstead (at left, center) and in front of the power transmission lines (at left and center)

Figure 5-74. #416 2444 West Corning Road – Photo 2

Facing southwest to proposed project from south NRHP boundary. Project would be located in front of the distant power transmission lines (at left, center)

Figure 5-75. #416 2444 West Corning Road – Photo 3

Looking northwest just south of proposed project toward farmhouse at 2444 West Corning Road (not visible); project would be located behind and next to power transmission lines (at left, center)

5.13 #440 Beecher Mausoleum

See Appendix A and Figure 5-76 through Figure 5-79.

The Beecher Mausoleum is a one-story, flat-roof, Neoclassical-style building designed by notabe mausoleum architect Cecil E. Bryan; it has a cross-shaped footprint and was constructed in 1913. The building is constructed of reinforced concrete, with a Bedford Limestone veneer. Its Neoclassical-style limestone decorative features include an entablature and parapet that wrap around the building on all elevations and a number of decorative elements on the north-facing facade that include a temple front facade, Doric columns, a door surround topped by an entablature and cornice supported by two scroll-shaped brackets, and entrance reliefs of a laurel wreath and swags. All of the windows are glass block, and generally tripartite in form. The Beecher Mausoleum is listed in the NRHP under Criterion A due to the community's embrace of a burial method not previously practiced in the United States, representing a shift in cultural and social norms; under Criterion C due to its high level of architectural craftsmanship and engineering; and under Criteria Consideration C due to the building's use as a community mausoleum in which the remains of people are placed in crypts, though technically not graves in the traditional practice of burial. It retains its integrity of location, setting, design, materials, workmanship, feeling, and association.

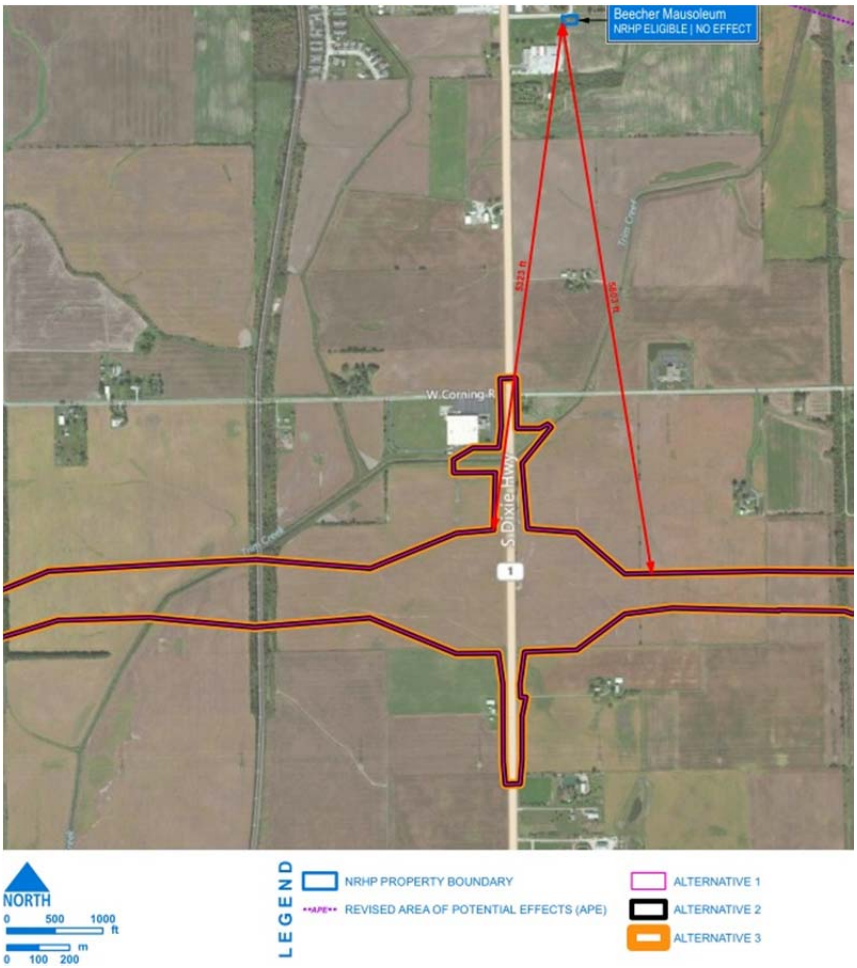
Near the Beecher Mausoleum, three potential alternatives are currently under consideration. In this area, the proposed Alternatives 1, 2, and 3 are identical and would consist of the mainline alignment and a diamond-type interchange at IL-1 (South Dixie Highway). The mainline would include the construction of an at-grade limited-access highway alignment, consisting of eastbound and westbound ramps divided by a median, and located approximately between South Dixie Highway to the west and South Cottage Grove Avenue to the east. It would be located approximately 5,803 feet southeast of the property's south NRHP boundary and the mausoleum's south rear elevation. The proposed diamond type interchange would consist of an overpass carrying IL-1 over the alignment with the alignment's eastbound and westbound ramps connecting to the north-south IL-1. The overpass would consist of a two-span, grade-separated bridge approximately 230 feet in length. The proposed interchange would be located approximately 5,323 feet southwest of the property's south NRHP boundary and the mausoleum's south rear elevation.

No physical impacts to the Beecher Mausoleum would occur. All construction activity would take place outside the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would have no effect to the Beecher Mausoleum's integrity of setting. No portion of the proposed highway alignment or interchange would be visible from the Beecher Mausoleum due to the surrounding landscape's gently sloped topography, dense vegetation and mature trees, distance from the proposed project, and intervening non-historic industrial buildings southwest of the property. Further, the Beecher Mausoleum is oriented north and away from the proposed project. No views to

or from the building would be obscured by the proposed highway alignment or interchange. Because no historically significant views to or from the property would be obscured, no visual effects to the property were identified. Based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property due to distance from the proposed project. Therefore, the proposed project implementation would have no effects to the property's integrity of setting.

Figure 5-76. #440 Beecher Mausoleum – Map



Proposed project in vicinity of Beecher Mausoleum; see Appendix A for larger map

Furthermore, no project activity would alter the property's feeling as an early twentieth century Neoclassical mausoleum, or its association with that style and the national community mausoleum movement during the early twentieth century. Therefore, project implementation would have no effect to the property's integrity of feeling and association.

Based on this evaluation, the Illiana Corridor Alternatives 1, 2, and 3 would have **no effect** to the Beecher Mausoleum.

Figure 5-77. #440 Beecher Mausoleum – Photo 1

Facing southeast to proposed project from south rear elevation and south NRHP boundary

Figure 5-78. #440 Beecher Mausoleum – Photo 2

Facing south to proposed project from south rear elevation and south NRHP boundary

Figure 5-79. #440 Beecher Mausoleum – Photo 3

Facing southwest to intervening industrial buildings and proposed project from southwest NRHP boundary

5.14 #72 Cutler Farm

See Appendix A and Figure 5-80 and Figure 5-82.

The Cutler Farm is an early twentieth century farm located on approximately 315 acres along Morse Street and West 155th Avenue. Although originally established as a dairy farm, the property transitioned into a successful beef cattle farming enterprise; the buildings demonstrate this change. The active farmstead's buildings range in date from 1910 to the 1960s, and consist of four dairy barns, a beef barn complex, a pump house, a milk house, metal grain bin, three clay tile silos, and two wooden sheds constructed ca. 1910 (all contributing features); a farmhouse of no discernible style constructed in. 1928 (noncontributing); two Quonset hut barns constructed ca. 1950 (contributing); a drive-through corncrib barn constructed 1952 (contributing); a Ranch house constructed ca. 1960 (noncontributing); a cluster of five silos constructed post-1956 (noncontributing); and a detached garage constructed in 2005 (noncontributing). The property also contains a windmill (noncontributing) and second open shed (noncontributing) whose dates of construction are unknown. All of the farmstead's buildings are clustered near each other at the southwest corner of Morse Street and West 155th Avenue. Most of the farm property comprises agricultural fields to the north, south, east, and west. The agricultural fields are divided by rows of grass and low shrubbery and mature deciduous trees. The CSX Railroad runs along the property's west boundary, separated from the adjacent agricultural field by a row of low shrubbery.

The Cutler Farm is eligible for listing in the NRHP under Criterion A for its association with dairy and cattle farming in Lake County. The property retains integrity of location, setting, design, materials, workmanship, feeling, and association. The property's sixteen contributing buildings are the four dairy barns, the beef barn complex with attached shed, the drive-through corncrib barn, three clay tile silos, pump house, milk house, grain storage bin, two sheds, and two Quonset hut barns. The property's ten non-contributing buildings are the 1928 house, the ca. 1960 Ranch house, the detached garage, the five silos near the fourth dairy barn, the windmill, and the shed at the farmstead's west boundary.

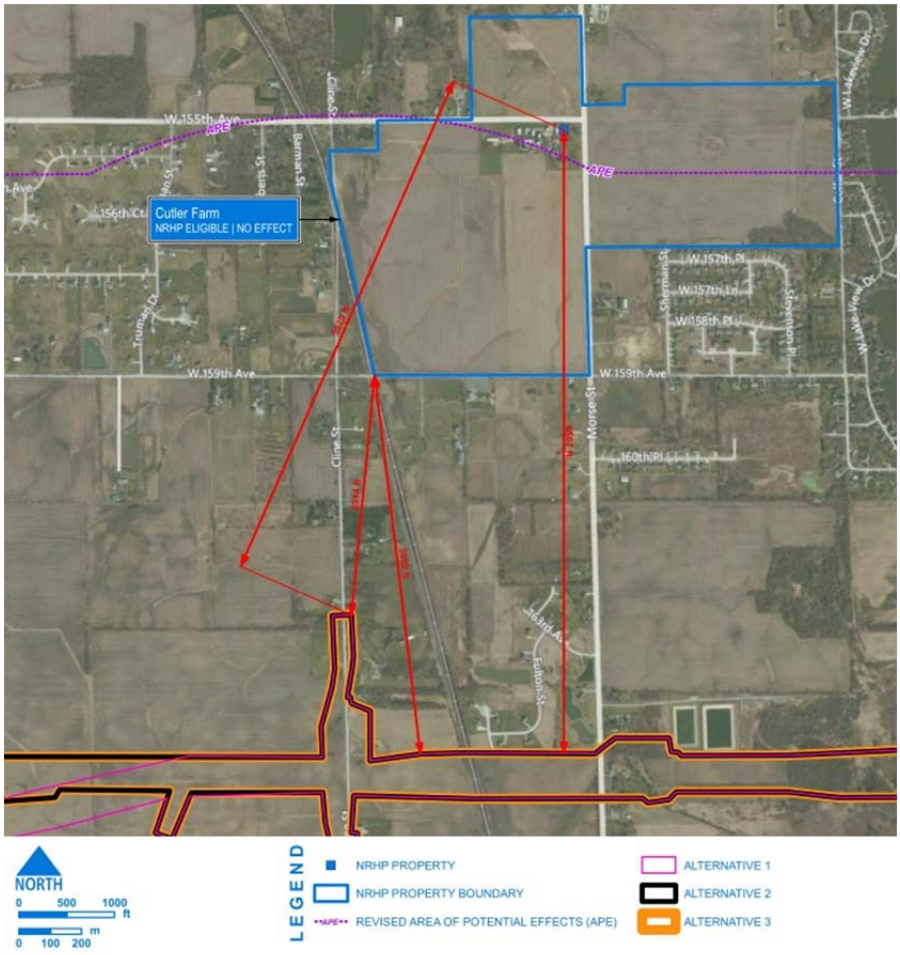
Near the Cutler Farm, three potential alternatives are currently under consideration. In this area, the proposed Alternatives 1, 2, and 3 are identical and would consist of the mainline alignment running west to east between Cline Avenue to the east and Morse Street to the west. Project implementation would include the construction of an at-grade limited-access highway alignment, consisting of eastbound and westbound lanes divided by a median, and located approximately 2,514 feet south of the Cutler Farm's south NRHP boundary and approximately 6,500 feet south of the contributing fourth gambrel-roof dairy barn's south elevation. Project implementation would also include the construction of overpasses carrying Cline and Morse streets over the highway alignment and an overpass carrying the proposed highway alignment over the CSX Railroad. The proposed overpass carrying Cline Street over the highway alignment would consist of a two-span grade-separated bridge that is approximately 250 feet in length, approximately 23 feet in height, and located approximately 2,514 feet south of the Cutler Farm's south NRHP boundary. The proposed overpass carrying the highway alignment over Morse Street would consist of a one-span grade-separated bridge that is approximately 160 feet in length, approximately 23 feet in height, and located approximately 3,970 feet south of the Cutler Farm's south NRHP boundary. The proposed overpass carrying the highway alignment over the CSX Railroad would consist of a three-span grade-separated bridge that is approximately 270 feet in length, approximately 23 feet in height, and located approximately 3,970 feet south of the Cutler Farm's south NRHP boundary.

No physical impacts to the Cutler Farm would occur. All construction activity would take place outside of the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would have no effect to the Cutler Farm's integrity of setting. No portion of the proposed highway alignment or overpasses would be visible from the Cutler Farm due to intervening vegetation consisting of mature trees and the landscape's gently sloped topography. Additionally, more recently constructed houses near the property's south NRHP boundary and further south of the property boundary, obscure views to and from the proposed project. No views to or from the Cutler Farm would be obstructed by the proposed highway alignment or overpasses. Because no views would be obstructed, no visual effects to the property were identified. Furthermore, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property due to distance from

the proposed project. Therefore, the proposed project implementation would have no effects to the property's integrity of setting.

Figure 5-80. #72 Cutler Farm – Map



Proposed project in vicinity of Cutler Farm; see Appendix A for larger map

Furthermore, no project activity would alter the property's feeling as a dairy and beef cattle farm or its association with early to mid-twentieth century dairy and beef cattle farming in Lake County. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation the Illiana Corridor Alternatives 1, 2, and 3 would have **no effect** to the Cutler Farm.

Figure 5-81. #72 Cutler Farm – Photo 1

Facing south from south elevation of noncontributing Ranch house

Figure 5-82. #72 Cutler Farm – Photo 2

Facing southwest from south elevation of noncontributing Ranch house

5.15 #235 Kingsbury-Doak Farmhouse

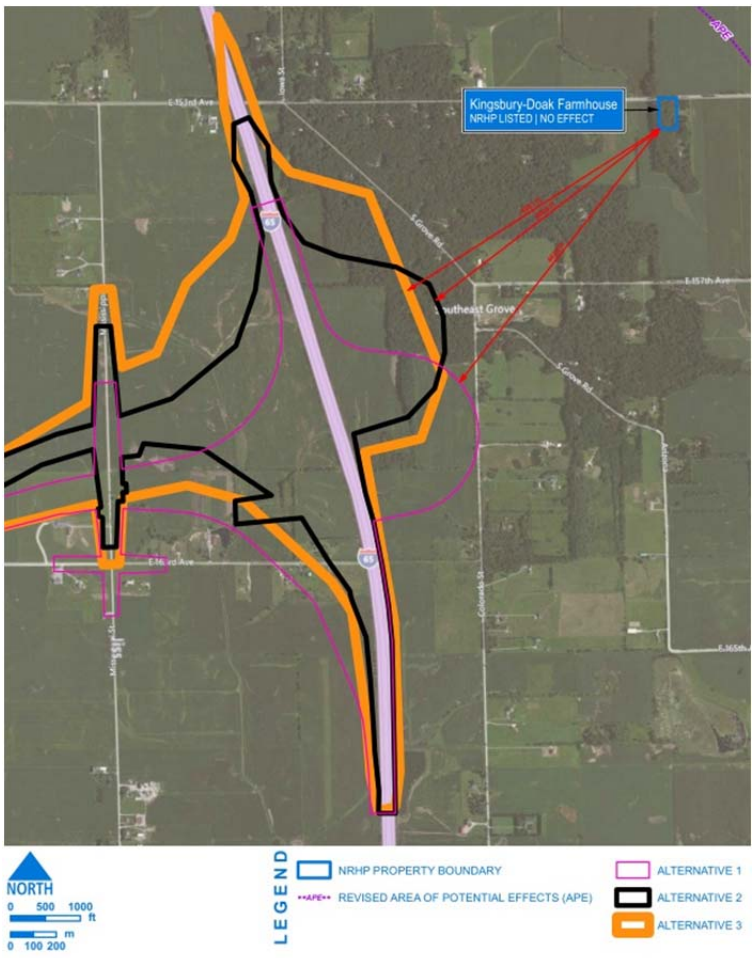
See Appendix A and Figure 5-83 through Figure 5-86.

The Kingsbury-Doak Farmhouse is a ca. 1883 two-story, T-plan house in the Italianate style. The Italianate ornamentation was added to an earlier one-and-one-half-story house of simple massing and no discernible style; stylistic changes like this were particularly common during the Victorian era. The house is clad in wood clapboard siding on a fieldstone foundation with an asphalt-shingle cross-gable roof and overhanging eaves. Its larger farmstead property, which is not included in the historic property boundary and is not eligible, consists of a carriage house, a storage/well house, detached garage, shed, two barns, and a silo ranging in date from 1918 to 1920. Two non-historic sheds constructed in 1980 and 2009 are also located on the property.

The Kingsbury -Doak Farmhouse is listed in the NRHP under Criterion C as an excellent example of a vernacular Italianate-style farmhouse. At the time of listing, the NRHP nomination did not address the property's agricultural associations and consequently did not evaluate its extant agricultural outbuildings for NRHP eligibility. In consultation with the SHPO and INDOT, architectural historians considered the eligibility of the Kingsbury-Doak Farmhouse's extant agricultural outbuildings and its significance as a farmstead. After serious consideration, and consultation, no eligibility change or boundary change was recommended for the Kingsbury-Doak Farmhouse; the farmstead and its buildings are not eligible and are not included in the historic property boundary. The Kingsbury-Doak Farmhouse retains integrity of location, setting, design, materials, workmanship, feeling, and association.

Near the Kingsbury-Doak Farmhouse, three potential alternatives are currently under consideration. Alternatives 1, 2, and 3 would consist of the mainline alignment running north of East 163rd Avenue. Just west of Broadway Street, the alignment footprint of the alternatives would slightly diverge and become distinctly separate interchange options at I-65. Alternative 1 would consist of a three-legged trumpet-style interchange at I-65, just north of East 163rd Avenue. Alternative 2 would also consist of a three-legged trumpet-style interchange at I-65 but located approximately 315 feet north of Alternative 1. Alternative 3 would consist of a turbine-style interchange located approximately 1,000 feet north of Alternative 1. For the purposes of this report, the following assessments individually evaluate the potential effects of each alternative to the Kingsbury-Doak Farmhouse.

Figure 5-83. #235 Kingsbury-Doak Farmhouse – Map



Proposed project in vicinity of Kingsbury-Doak Farmhouse; see Appendix A for larger map

5.15.1 Alternative 1

Project implementation under Alternative 1 would include the construction of an at-grade limited-access highway alignment and a three-legged trumpet-style interchange at the existing north-south I-65 alignment. The proposed at-grade limited-access highway alignment, spanning west to east, would consist of eastbound and westbound lanes divided by a median and located just north of East 163rd Avenue, approximately between Broadway Street to the west and Mississippi Street to the east. The highway alignment would connect to a proposed three-legged trumpet-style interchange at I-65. The proposed interchange would consist of southbound and westbound ramps, a westbound loop ramp and a northbound directional ramp. The proposed highway alignment would terminate at I-65 with the Alternative 1 eastbound lane connecting to a southbound ramp to I-65 as well as to a northbound ramp to I-65 that serves as the directional ramp of the trumpet interchange. The existing southbound I-65 traffic would connect to the Alternative 1 westbound alignment via a westbound ramp. The existing northbound I-65 traffic would connect to the Alternative 1 westbound alignment via a

westbound ramp that forms the inner loop of the trumpet interchange. At its highest point, the interchange would be approximately 23 feet above grade. In area, the interchange would cover approximately 0.45 square miles. It would be located approximately 4,626 feet southwest of the Kingsbury-Doak Farmhouse's southwest NRHP boundary and approximately 4,800 feet southwest of the building's west side elevation.

No physical impacts to the Kingsbury-Doak Farmhouse would occur; no project activity is proposed within the property's NRHP boundary. Therefore no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would have no effect to the Kingsbury-Doak Farmhouse's integrity of setting. No portion of the proposed highway alignment or interchange at I-65 would be visible from the Kingsbury-Doak Farmhouse due to distance, extensive dense vegetation, including mature trees that obstruct views to and from the property and the proposed project. Because no views would be obscured, no visual effects to the property were identified. Furthermore, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property due to distance from the proposed project. Therefore, the proposed project implementation would have no effect on the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a late nineteenth century vernacular Italianate-style house or its association with that style. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Illiana Corridor Alternative 1 would have **no effect** to the Kingsbury-Doak Farmhouse.

5.15.2 Alternative 2

Project implementation under Alternative 2 would include the construction of an at-grade limited-access highway alignment and a three-legged trumpet-style interchange at the existing north-south I-65 alignment. The proposed at-grade limited-access highway alignment, spanning west to east, would consist of eastbound and westbound lanes divided by a median and located just north of East 163rd Avenue, approximately between Broadway Street to the west and Mississippi Street to the east. The highway alignment would connect to a proposed three-legged trumpet-style interchange at I-65. The proposed interchange at I-65 would consist of a three-leg trumpet interchange with southbound and westbound ramps, a westbound loop ramp, and a northbound directional ramp. The proposed highway alignment would terminate at I-65 with the Alternative 1 eastbound lane connecting to a southbound ramp to I-65 as well as to a northbound ramp to I-65 that serves as the directional ramp of the trumpet interchange. The existing southbound I-65 traffic would connect to the Alternative 1 westbound alignment via a westbound ramp. The existing northbound I-65 traffic would connect to the Alternative 1 westbound alignment via a westbound ramp that forms the inner loop of the trumpet interchange. At its highest point, the interchange would be

approximately 23 feet above grade. In area, the interchange would cover approximately 0.45 square miles. It would be located approximately 4,029 feet southwest of the property's southwest NRHP boundary, and approximately 4,220 feet southwest of the building's west side elevation.

No physical impacts to the Kingsbury-Doak Farmhouse would occur; no project activity is proposed within the property's NRHP boundary. Therefore no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would have no effect to the Kingsbury-Doak Farmhouse's integrity of setting. No portion of the proposed highway alignment or interchange at I-65 would be visible from the Kingsbury-Doak Farmhouse due to distance, extensive dense vegetation, including mature trees that obstruct views to and from the property and the proposed project. Because no views would be obscured, no visual effects to the property were identified. Furthermore, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property due to distance from the proposed project. Therefore, the proposed project implementation would have no effect on the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a late nineteenth century vernacular Italianate-style house or its association with that style. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Illiana Corridor Alternative 2 would have **no effect** to the Kingsbury-Doak Farmhouse.

5.15.3 Alternative 3

Project implementation under Alternative 3 would include the construction of an at-grade limited-access highway alignment and a turbine style interchange at the existing north-south I-65 alignment. The proposed at-grade limited-access highway alignment, spanning west to east, would consist of eastbound and westbound lanes divided by a median and located just north of East 163rd Avenue, approximately between Broadway Street to the west and Mississippi Street to the east. The highway alignment would connect to a proposed turbine style interchange at I-65. The proposed interchange would consist of tiered directional ramps with a large footprint covering an area of approximately 0.80 square miles. The proposed interchange ramps would begin just east of Broadway Street and pass under the Mississippi Street overpass to connect to I-65. The existing southbound I-65 traffic would connect to the Alternative 3 westbound alignment via a westbound ramp. The existing northbound I-65 traffic would connect to the Alternative 3 westbound alignment via a tight loop ramp that would cross over I-65. The Alternative 3 eastbound lanes would connect to a southbound ramp to I-65 as well as to a northbound loop ramp to I-65 that crosses over I-65 and is located inside of the Alternative 3 westbound loop ramp from northbound I-65. The proposed interchange would be located approximately 4,281 feet southwest of the property's NRHP boundary, and approximately 4,400 feet southwest of the building's west side elevation.

No physical impacts to the Kingsbury-Doak Farmhouse would occur; no project activity is proposed within the property's NRHP boundary. Therefore no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would have no effect to the Kingsbury-Doak Farmhouse's integrity of setting. No portion of the proposed highway alignment or interchange at I-65 would be visible from the Kingsbury-Doak Farmhouse due to distance, extensive dense vegetation, including mature trees that obstruct views to and from the property and the proposed project. Because no views would be obscured, no visual effects to the property were identified. Furthermore, based on current information and technical study data, no auditory, vibratory, or atmospheric impacts were identified for this property due to distance from the proposed project. Therefore, the proposed project implementation would have no effect on the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a late nineteenth century vernacular Italianate-style house or its association with that style. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Illiana Corridor Alternative 3 would have **no effect** to the Kingsbury-Doak Farmhouse.

Figure 5-84. #235 Kingsbury-Doak Farmhouse – Photo 1

Facing southwest to proposed project from south rear elevation of Kingsbury-Doak Farmhouse

Figure 5-85. #235 Kingsbury-Doak Farmhouse – Photo 2

Facing west to proposed project from west side elevation of Kingsbury-Doak Farmhouse

Figure 5-86. #235 Kingsbury-Doak Farmhouse – Photo 3

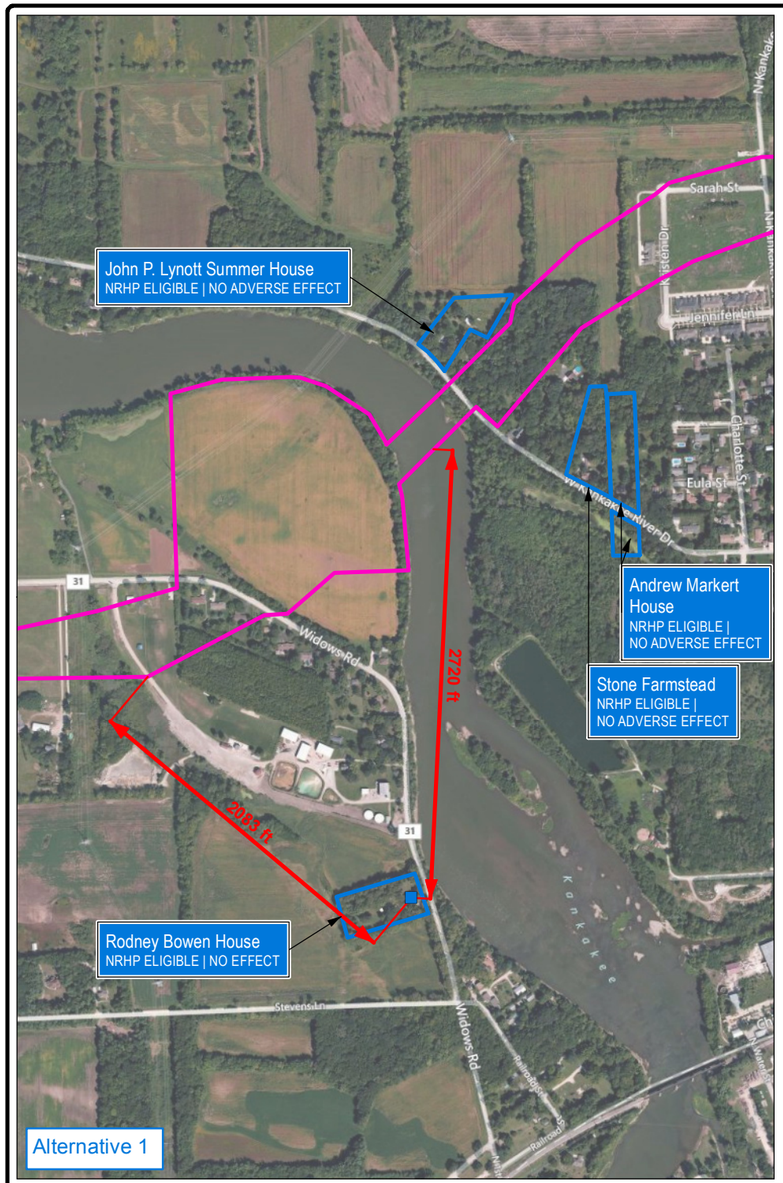
Facing southwest to proposed project from north-facing facade of Kingsbury-Doak Farmhouse (at left)

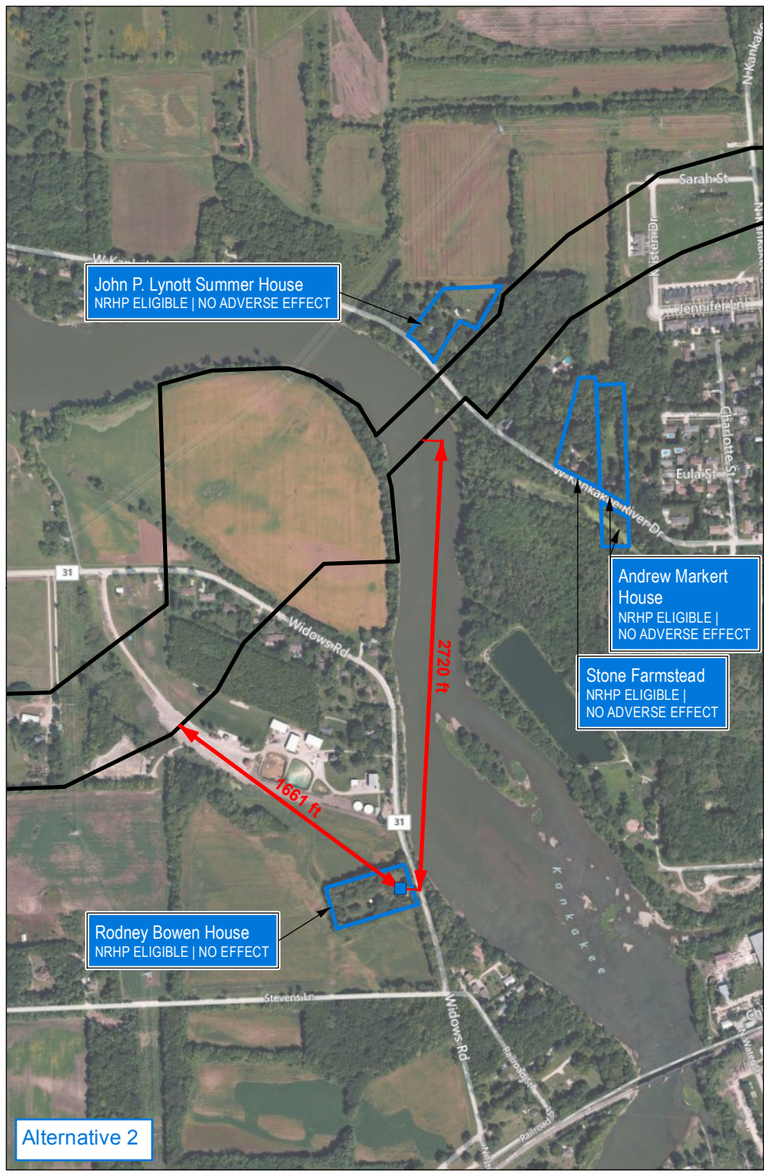
THIS PAGE INTENTIONALLY LEFT BLANK

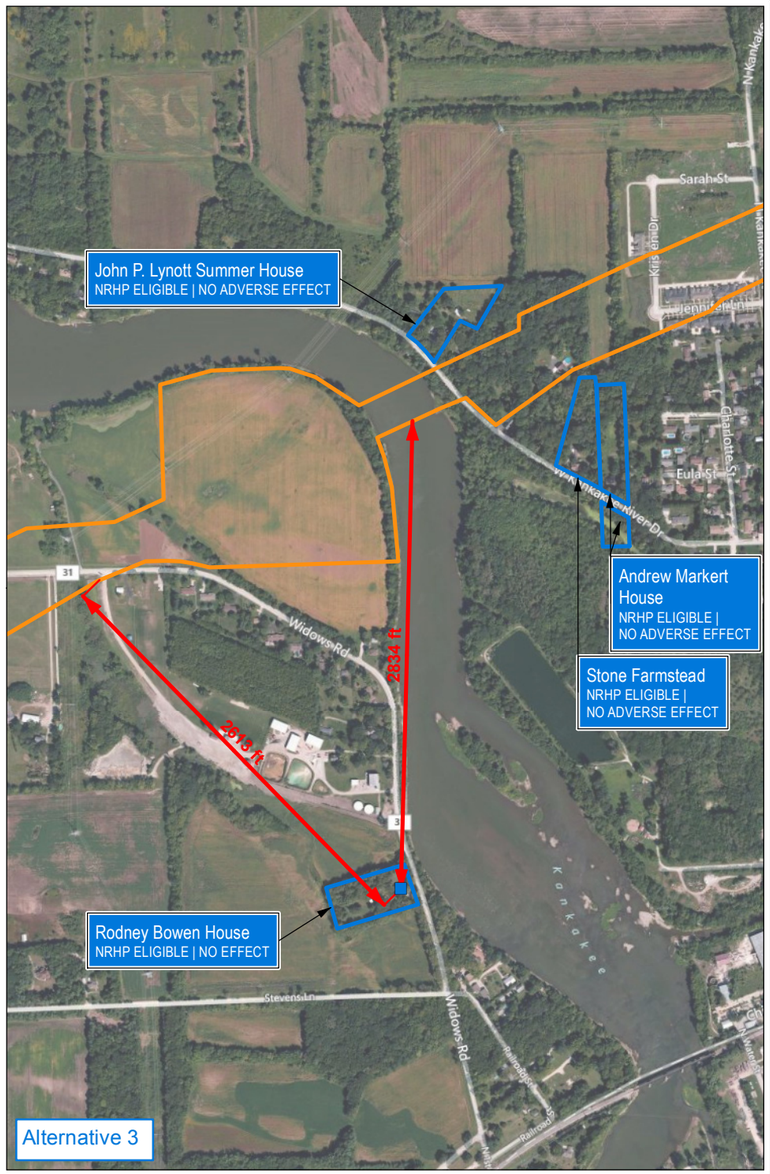
Appendix A

Assessment of Effects Maps

THIS PAGE INTENTIONALLY LEFT BLANK







NORTH

0 500 1000 ft

0 100 200 m

LEGEND

- NRHP PROPERTY
- NRHP PROPERTY BOUNDARY
- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3

DIMENSIONS

NRHP property to Alternative 1 = 2083 ft
NRHP property to Alternative 1 Kankakee River bridge = 2720 ft
NRHP property to Alternative 2 = 1661 ft
NRHP property to Alternative 2 Kankakee River bridge = 2720 ft
NRHP property to Alternative 3 = 2613 ft
NRHP property to Alternative 3 Kankakee River bridge = 2834 ft

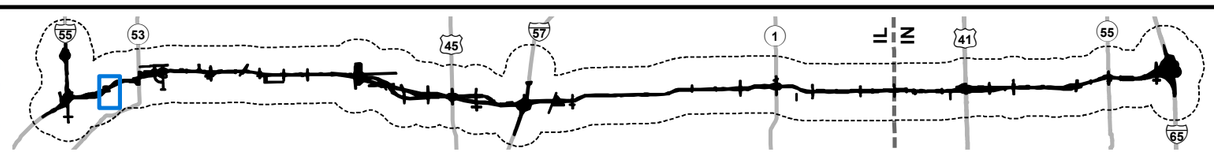
Rodney Bowen House

725 Widows Road
Wilmington, Wilmington, Illinois

NRHP ELIGIBLE | NO EFFECT

Aerial Imagery: Microsoft Bing Maps Hybrid

INDEX



REVISED AREA OF POTENTIAL EFFECTS

ALTERNATIVES 1-3 AND DESIGN OPTIONS 1-5 COMBINED

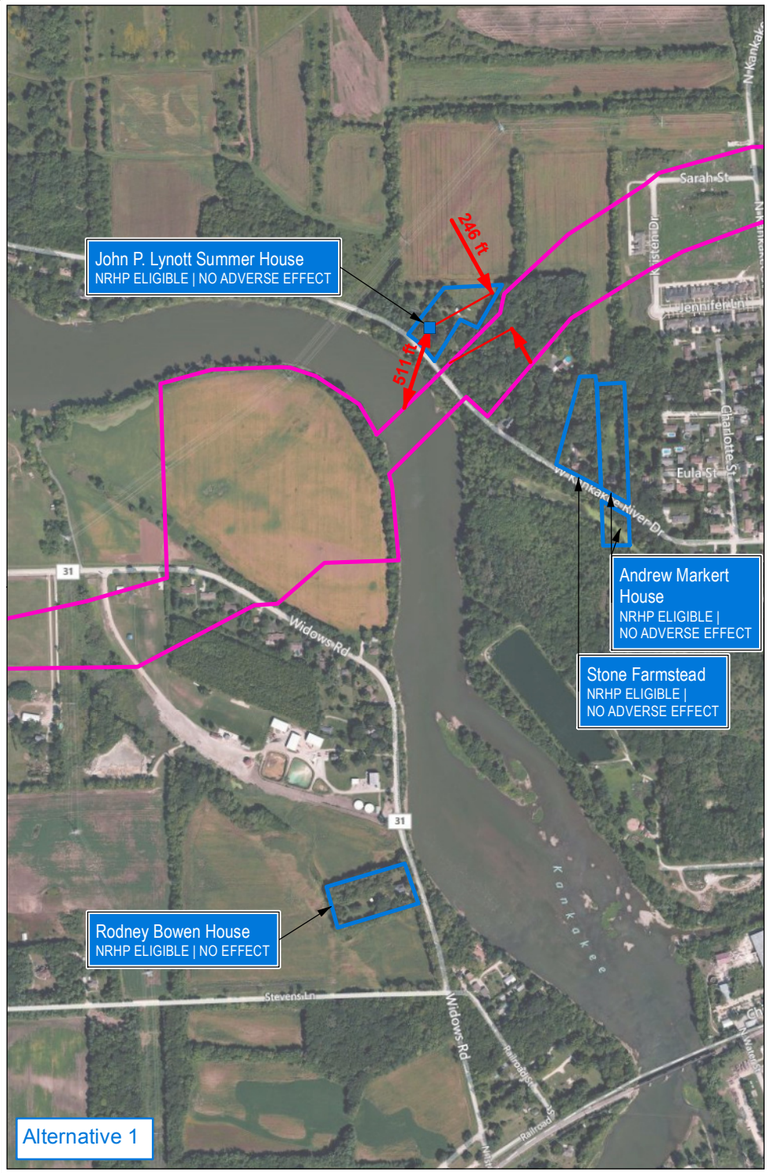
NORTH 0 5 10 mi 0 5 10 km

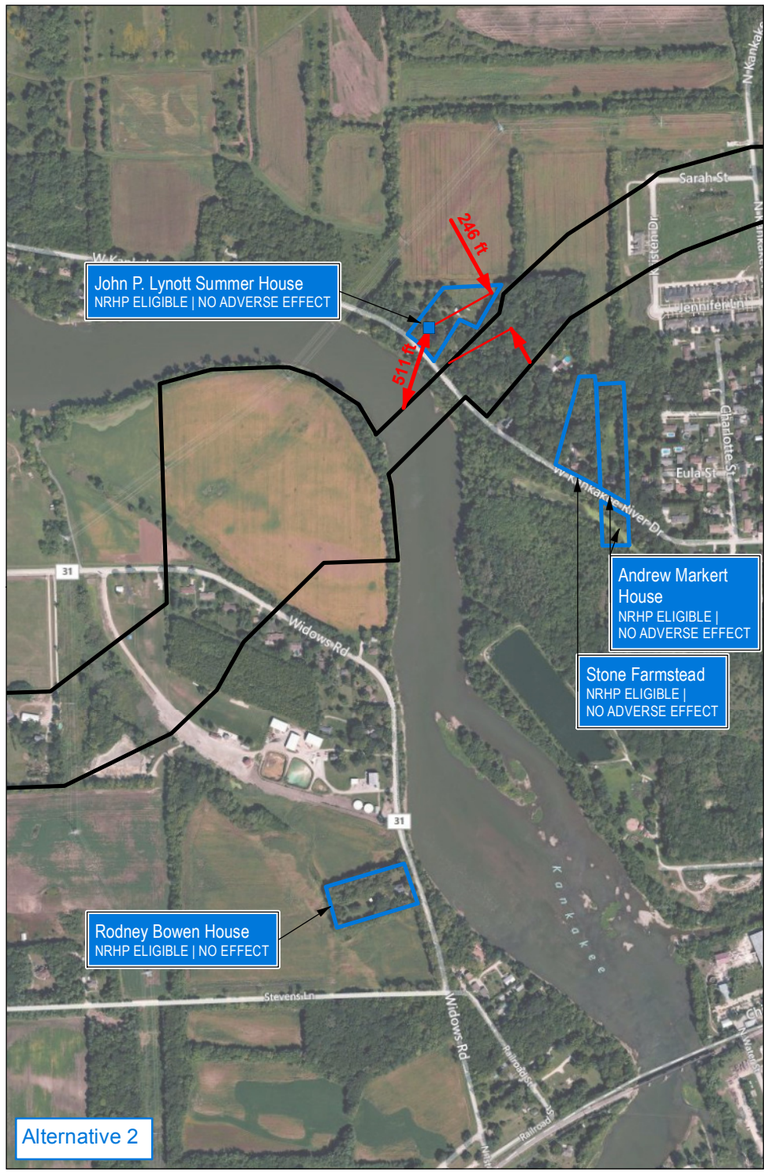
REGION

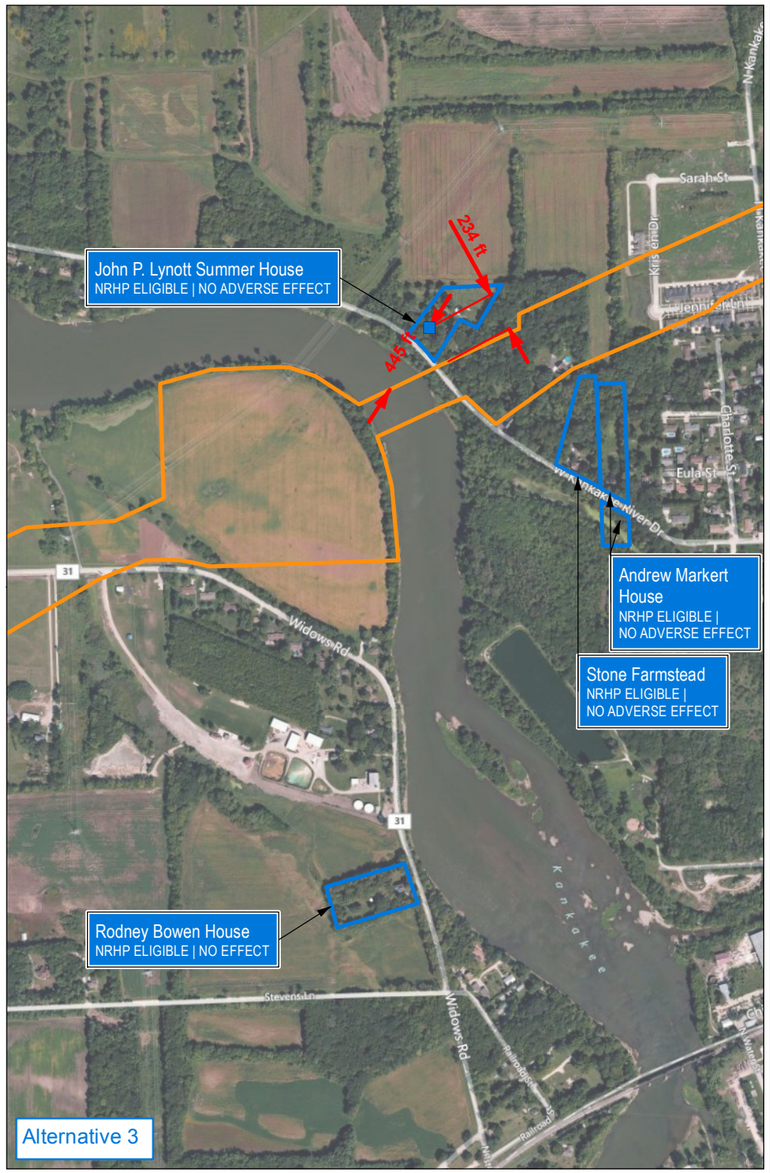
Attachment A: Assessment of Effects for
NRHP Listed and Eligible Historic Properties
Rodney Bowen House
November 2013

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

K-3068







NORTH
0 500 1000 ft
0 100 200 m

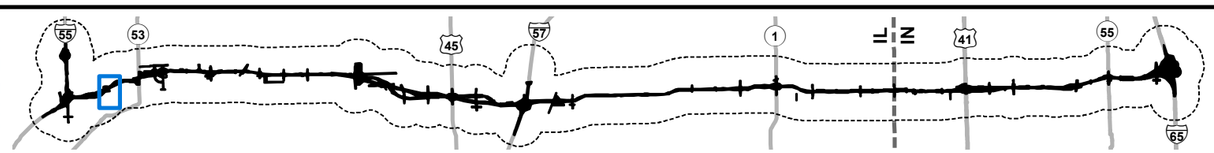
LEGEND
- NRHP PROPERTY
- NRHP PROPERTY BOUNDARY
- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3

DIMENSIONS
- NRHP property to Alternative 1 = 246 ft
- NRHP property to Alternative 1 Kankakee River bridge = 511 ft
- NRHP property to Alternative 2 = 246 ft
- NRHP property to Alternative 2 Kankakee River bridge = 511 ft
- NRHP property to Alternative 3 = 234 ft
- NRHP property to Alternative 3 Kankakee River bridge = 445 ft

John P. Lynott Summer House
22574 West Kankakee River Drive
Wilmington, Wilmington, Illinois
NRHP ELIGIBLE | NO ADVERSE EFFECT

Aerial Imagery: Microsoft Bing Maps Hybrid

INDEX



- REVISED AREA OF POTENTIAL EFFECTS
- ALTERNATIVES 1-3 AND DESIGN OPTIONS 1-5 COMBINED

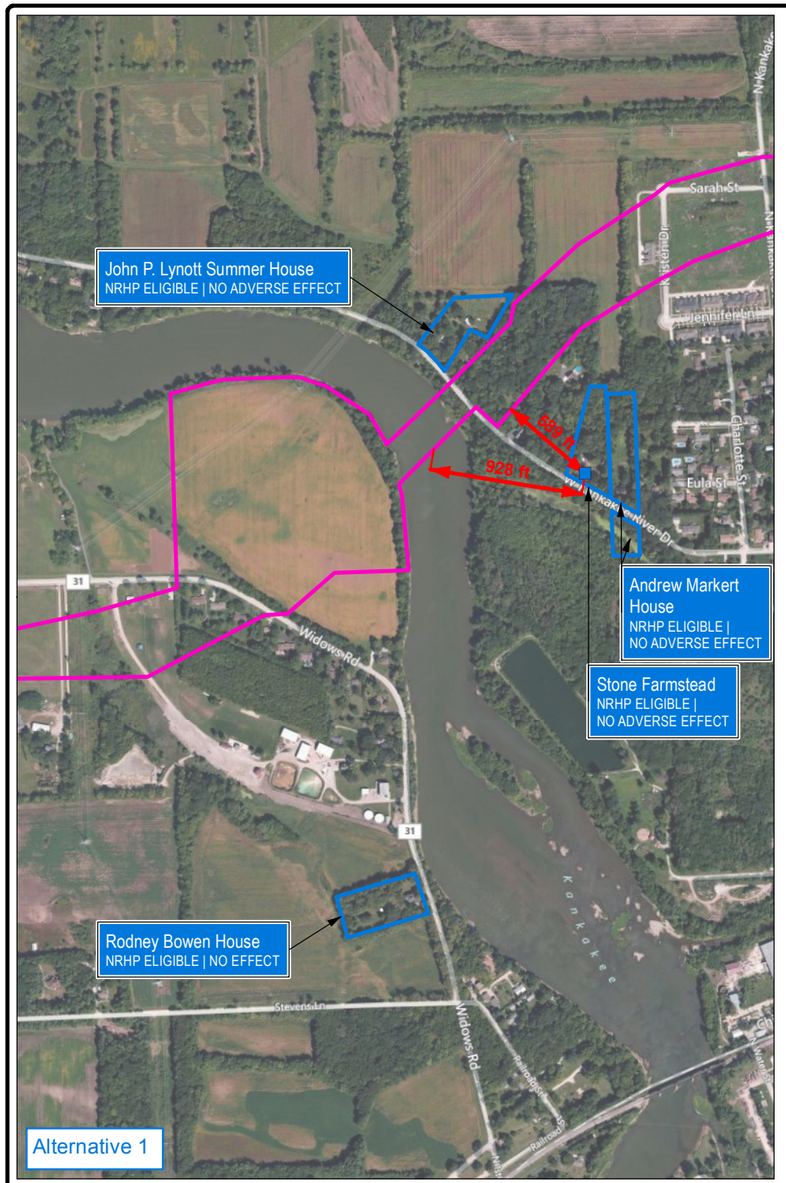
NORTH
0 5 10 mi
0 5 10 km

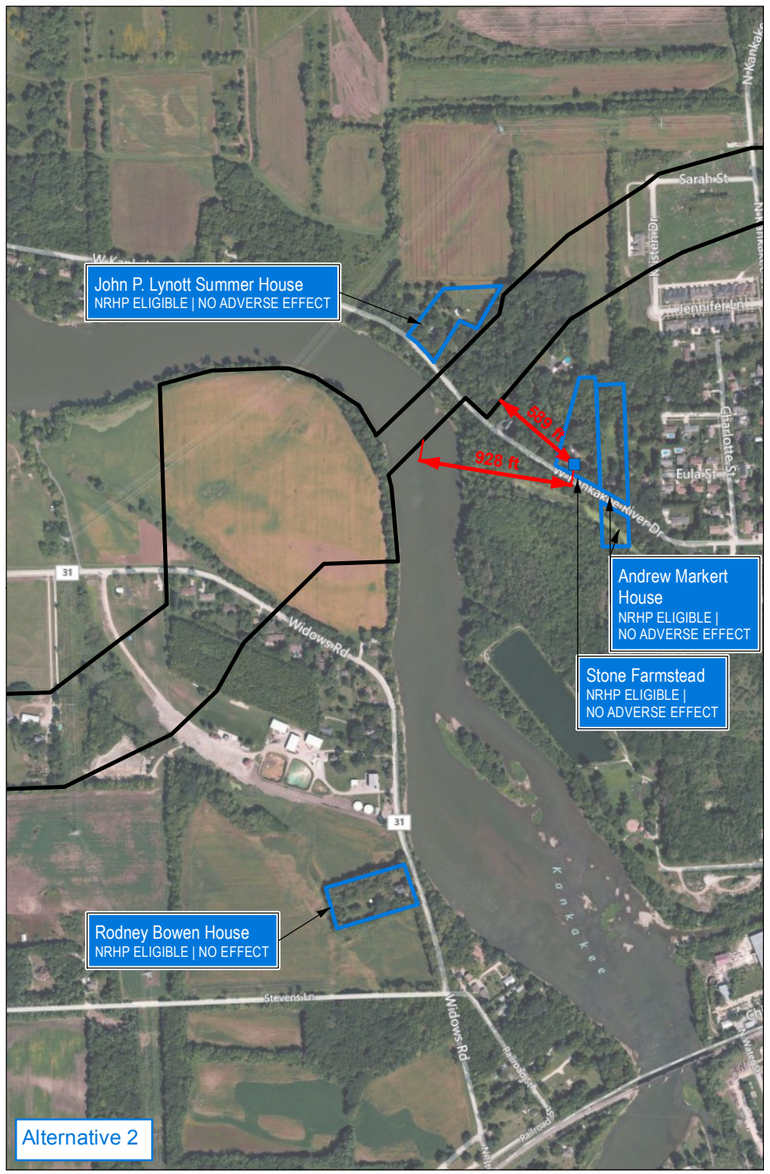
REGION

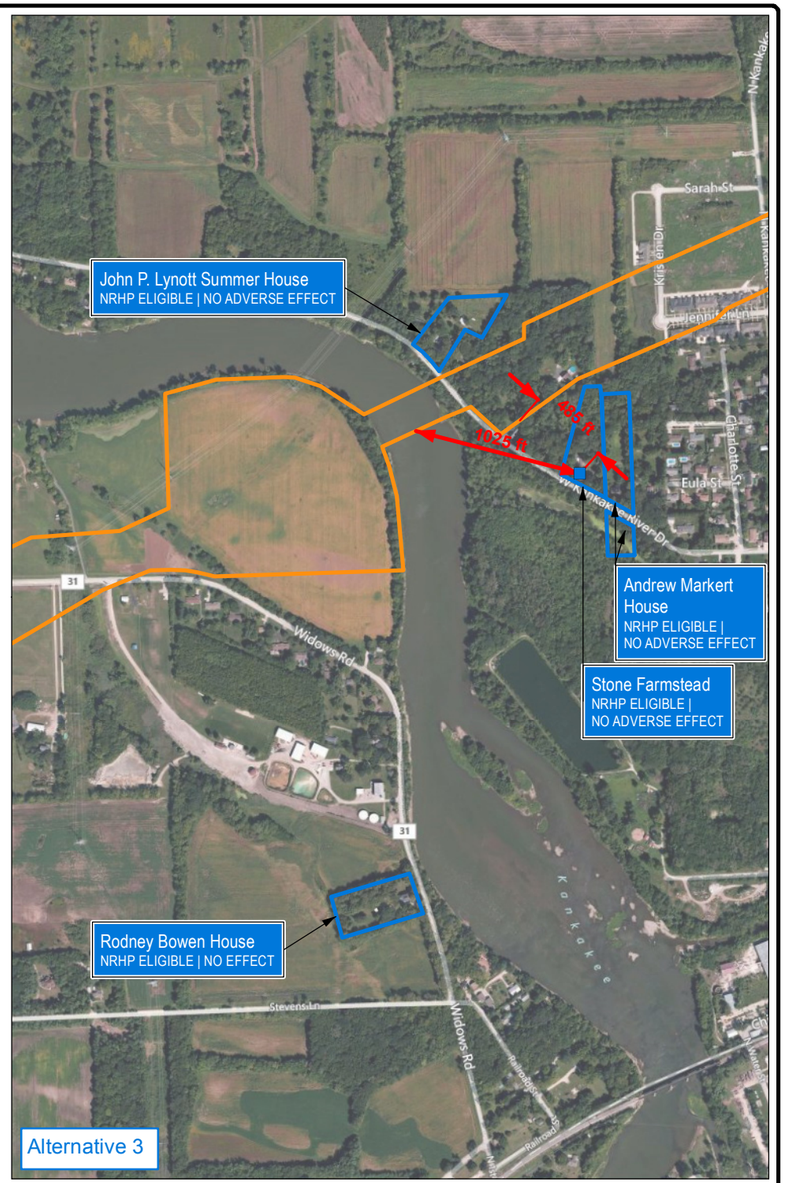
Attachment A: Assessment of Effects for
NRHP Listed and Eligible Historic Properties
John P. Lynott Summer House
November 2013

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

K-3069







NORTH
0 500 1000 ft
0 100 200 m

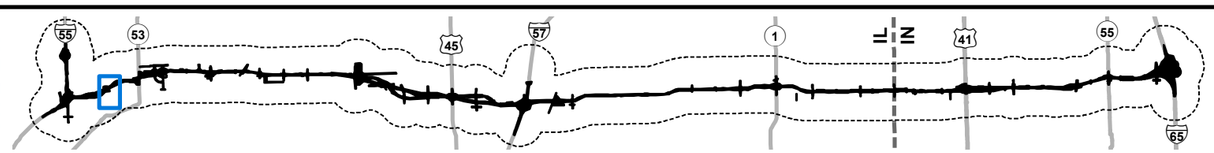
LEGEND
- NRHP PROPERTY
- NRHP PROPERTY BOUNDARY
- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3

DIMENSIONS
- NRHP property to Alternative 1 = 589 ft
- NRHP property to Alternative 1 Kankakee River bridge = 928 ft
- NRHP property to Alternative 2 = 589 ft
- NRHP property to Alternative 2 Kankakee River bridge = 928 ft
- NRHP property to Alternative 3 = 485 ft
- NRHP property to Alternative 3 Kankakee River bridge = 1025 ft

Stone Farmstead
22432 West Kankakee River Drive
Wilmington, Wilmington, Illinois
NRHP ELIGIBLE | NO ADVERSE EFFECT

Aerial Imagery: Microsoft Bing Maps Hybrid

INDEX



- REVISED AREA OF POTENTIAL EFFECTS
- ALTERNATIVES 1-3 AND DESIGN OPTIONS 1-5 COMBINED

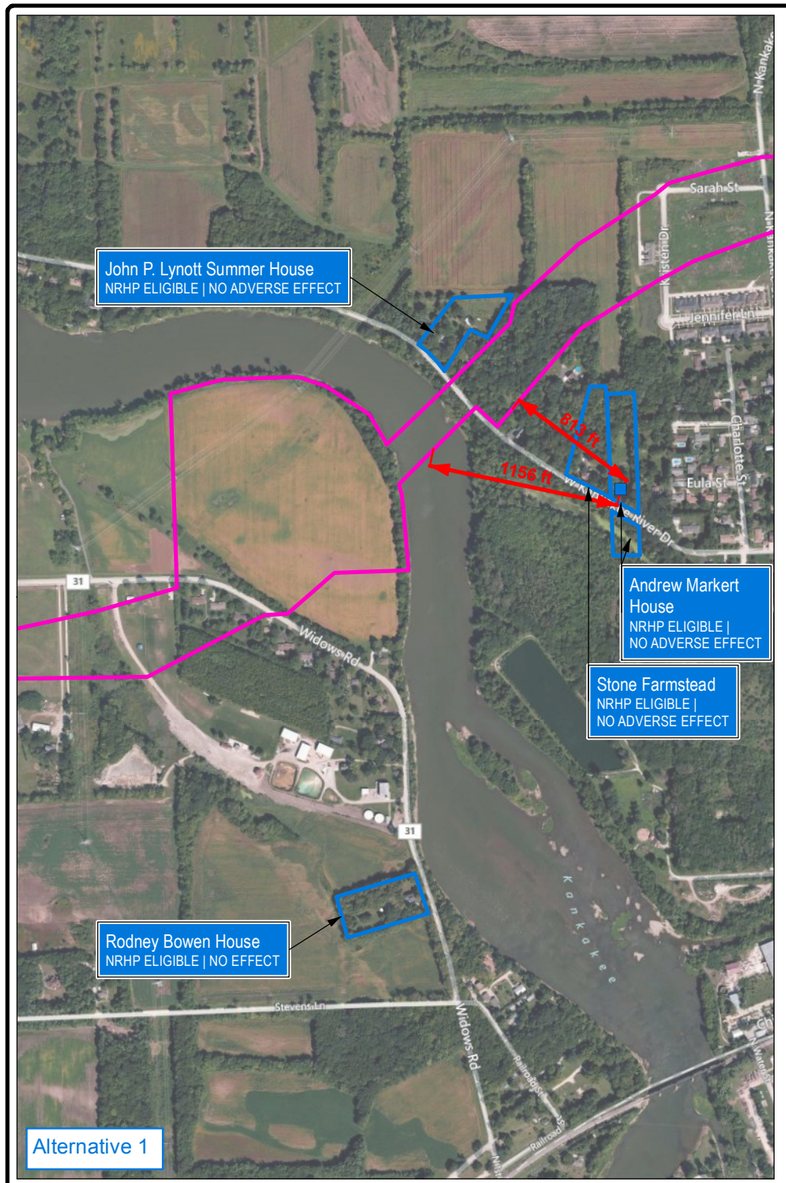
NORTH
0 5 10 mi
0 5 10 km

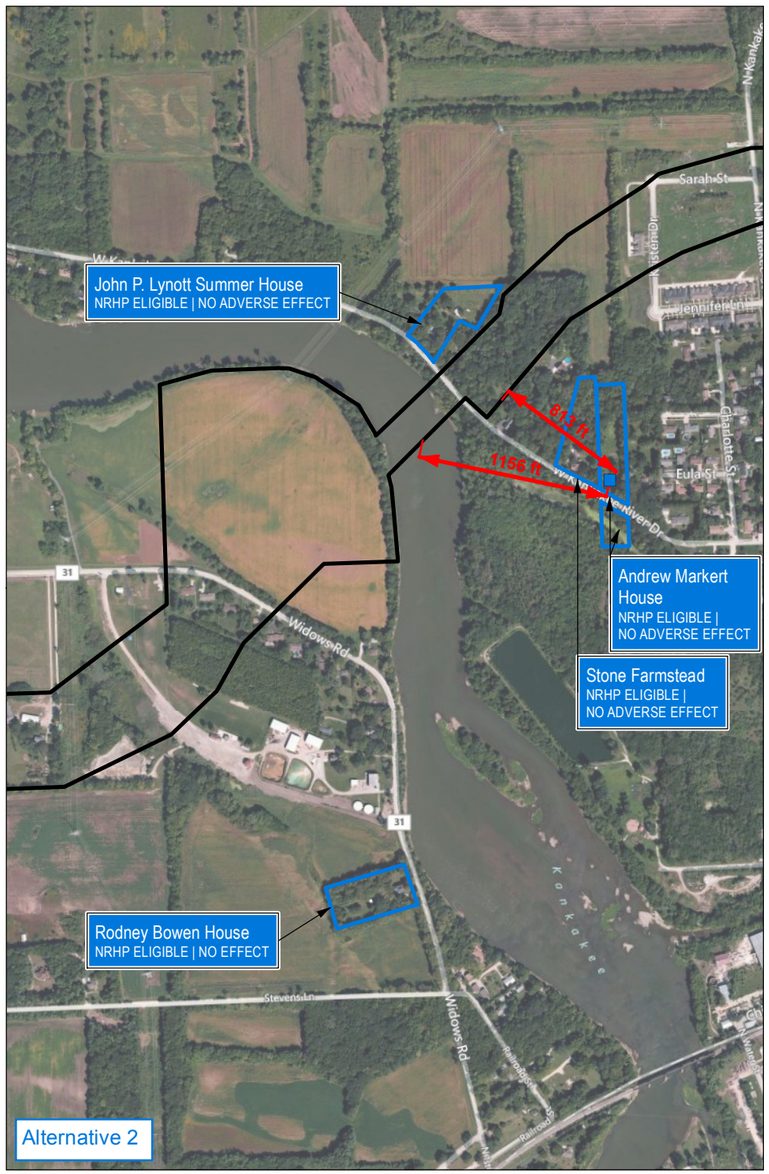
REGION

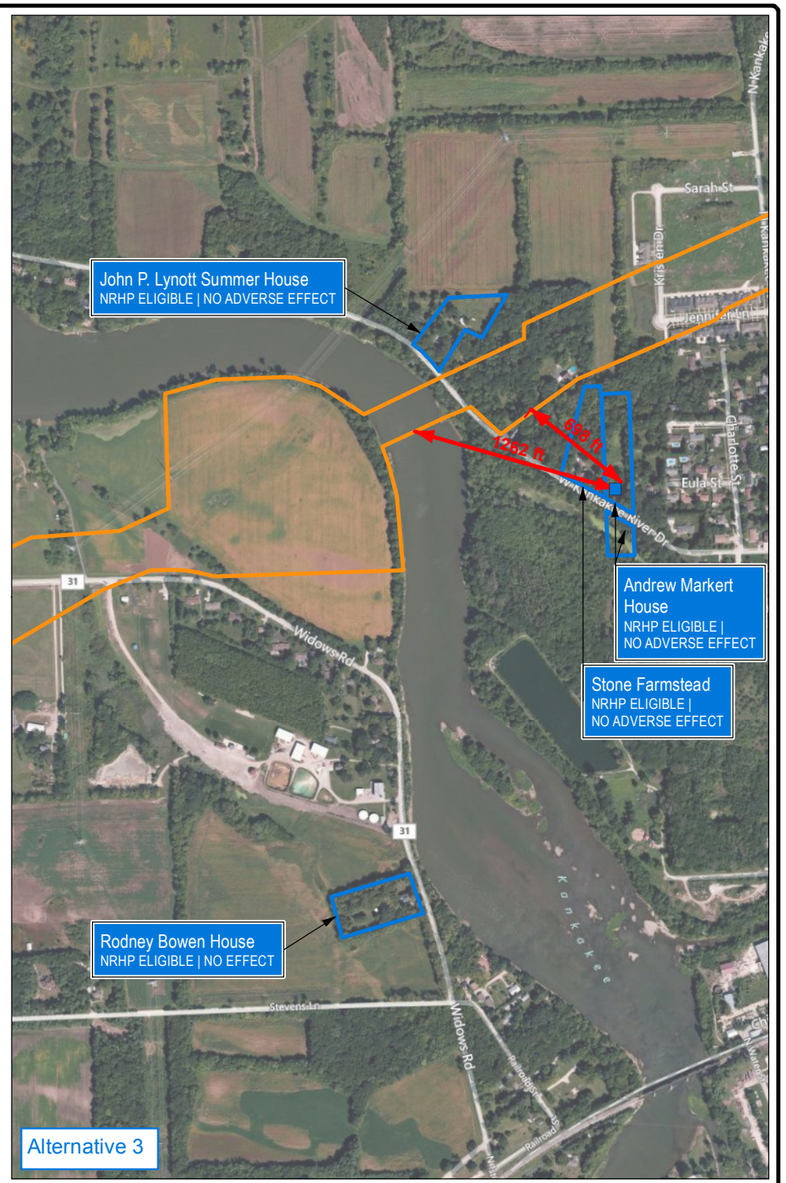
Attachment A: Assessment of Effects for
NRHP Listed and Eligible Historic Properties
Stone Farmstead
November 2013

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

K-3070







NORTH
0 500 1000 ft
0 100 200 m

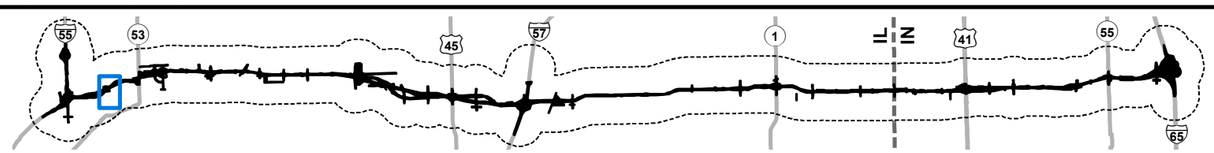
LEGEND
- NRHP PROPERTY
- NRHP PROPERTY BOUNDARY
- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3

DIMENSIONS
- NRHP property to Alternative 1 = 813 ft
- NRHP property to Alternative 1 Kankakee River bridge = 1156 ft
- NRHP property to Alternative 2 = 813 ft
- NRHP property to Alternative 2 Kankakee River bridge = 1156 ft
- NRHP property to Alternative 3 = 698 ft
- NRHP property to Alternative 3 Kankakee River bridge = 1262 ft

Andrew Markert House
22400 West Kankakee River Drive
Wilmington, Wilmington, Illinois
NRHP ELIGIBLE | NO ADVERSE EFFECT

Aerial Imagery: Microsoft Bing Maps Hybrid

INDEX



- REVISED AREA OF POTENTIAL EFFECTS
- ALTERNATIVES 1-3 AND DESIGN OPTIONS 1-5 COMBINED

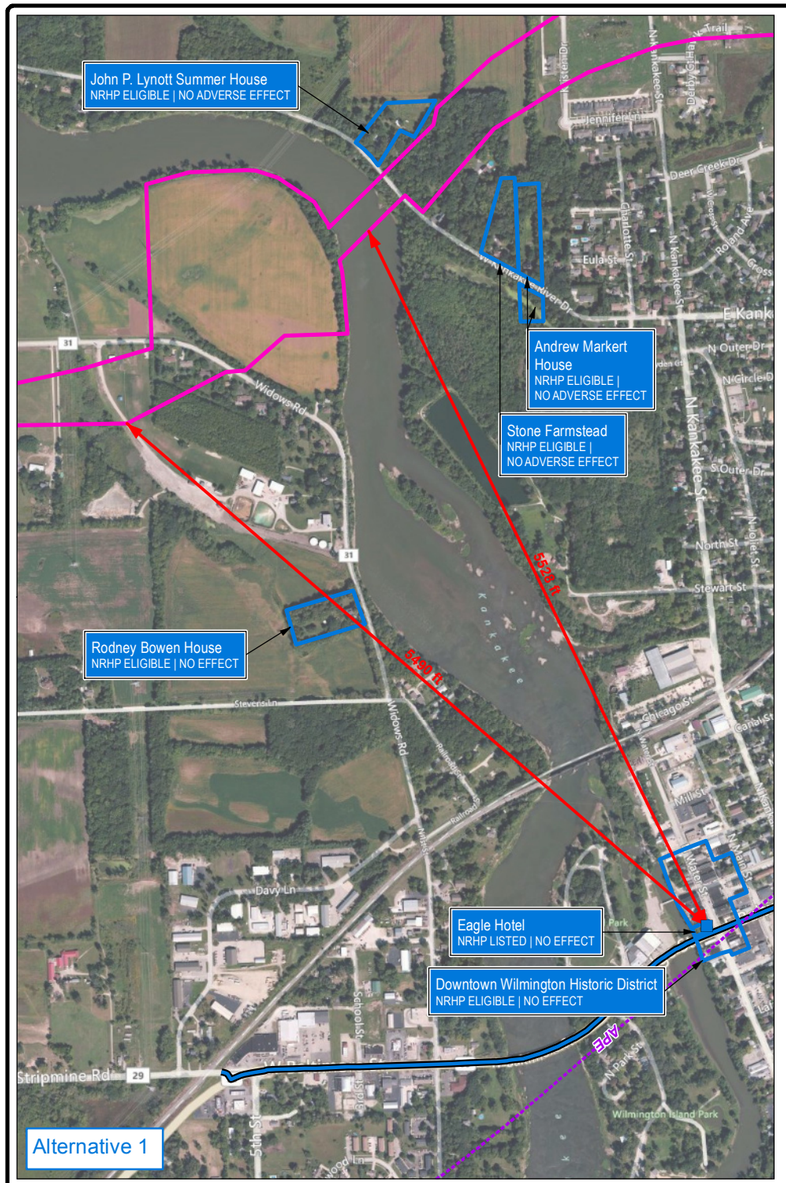
NORTH
0 5 10 mi
0 5 10 km

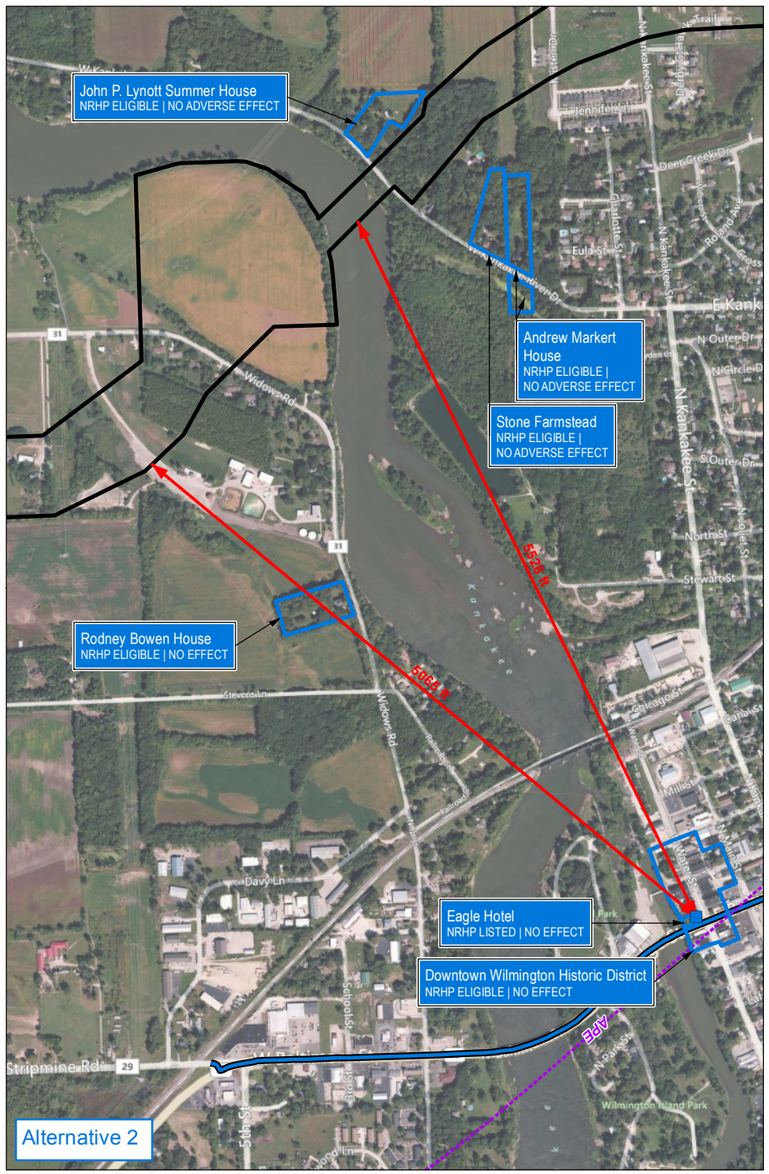
REGION

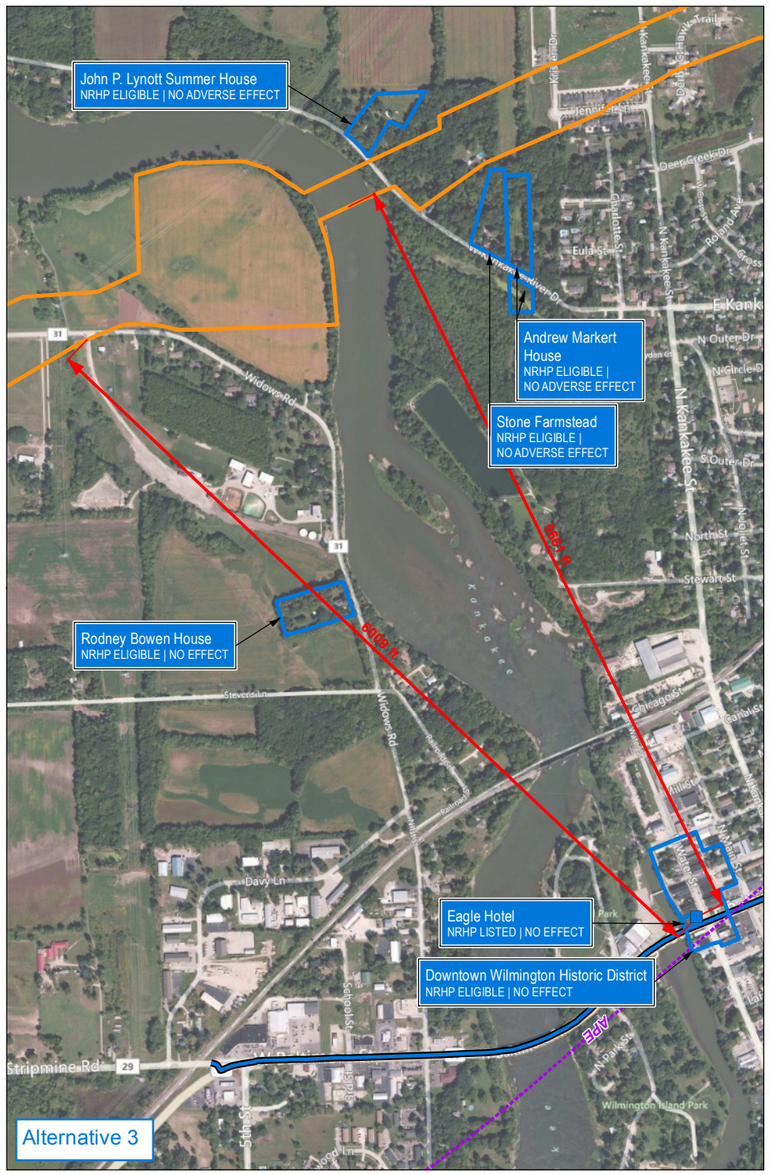
Attachment A: Assessment of Effects for
NRHP Listed and Eligible Historic Properties
Andrew Markert House
November 2013

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

K-3071







NORTH

0 500 1000 ft

0 100 200 m

LEGEND

- NRHP PROPERTY
- NRHP PROPERTY BOUNDARY
- ALTERNATE ROUTE 66, WILMINGTON TO JOLIET
- APE REVISED AREA OF POTENTIAL EFFECTS (APE)
- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3

DIMENSIONS

NRHP property to Alternative 1 = 5490 ft
NRHP property to Alternative 1 Kankakee River bridge = 5528 ft
NRHP property to Alternative 2 = 5065 ft
NRHP property to Alternative 2 Kankakee River bridge = 5528 ft
NRHP property to Alternative 3 = 6009 ft
NRHP property to Alternative 3 Kankakee River bridge = 5661 ft

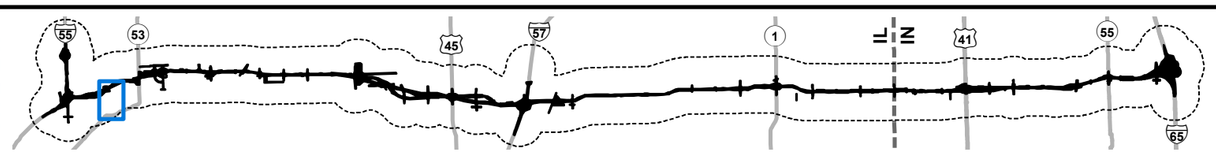
Eagle Hotel

100 North Water Street
Wilmington, Wilmington, Illinois

NRHP LISTED | NO EFFECT

Aerial Imagery: Microsoft Bing Maps Hybrid

INDEX



REVISED AREA OF POTENTIAL EFFECTS
ALTERNATIVES 1-3 AND DESIGN OPTIONS 1-5 COMBINED

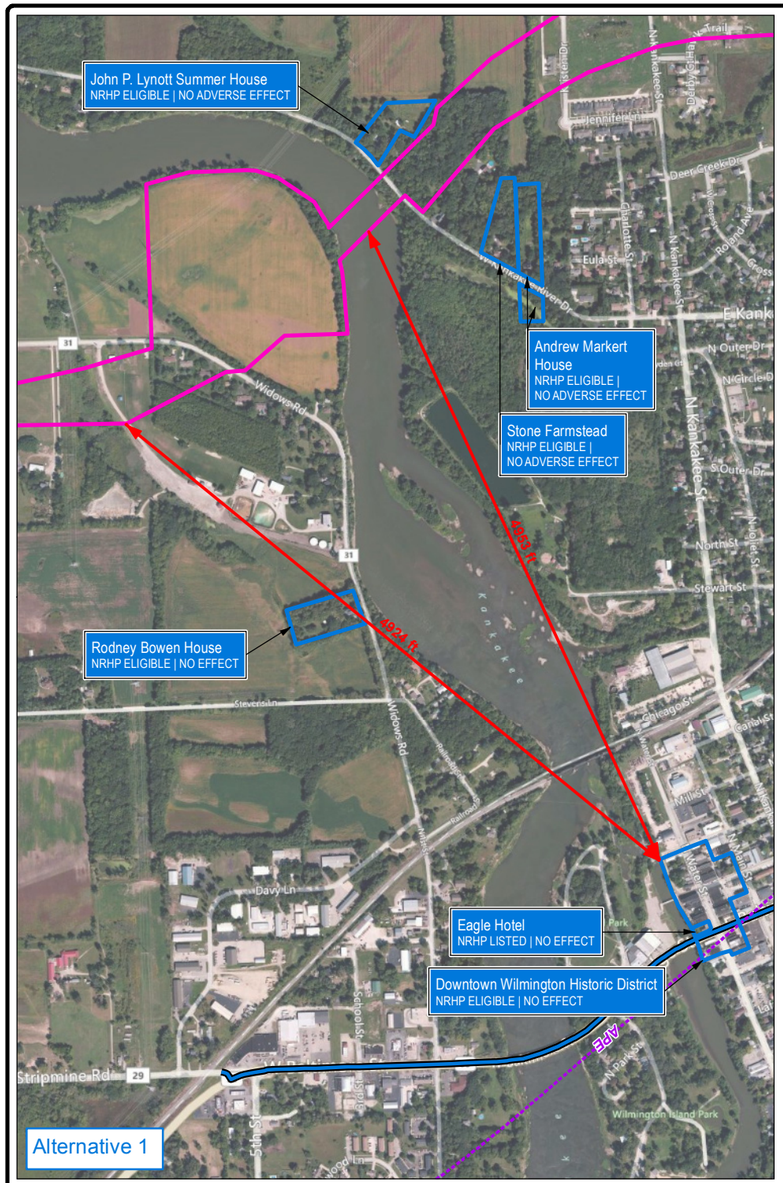
NORTH 0 5 10 mi 0 5 10 km

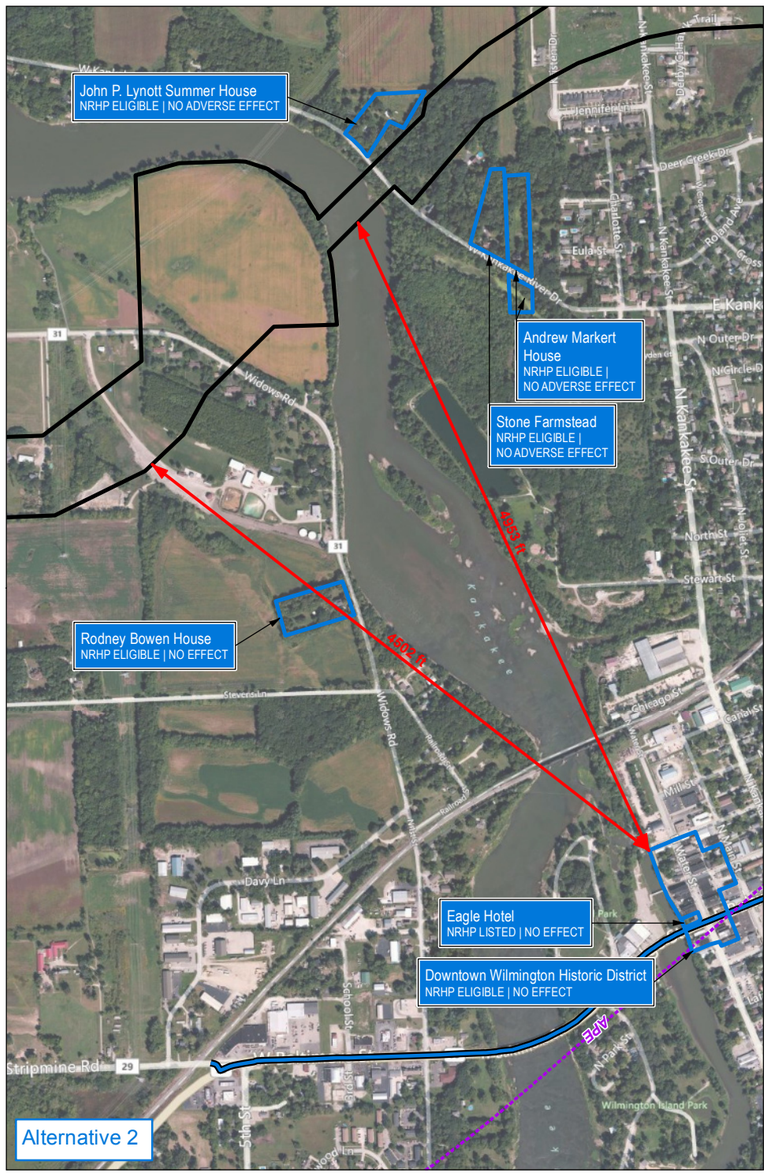
REGION

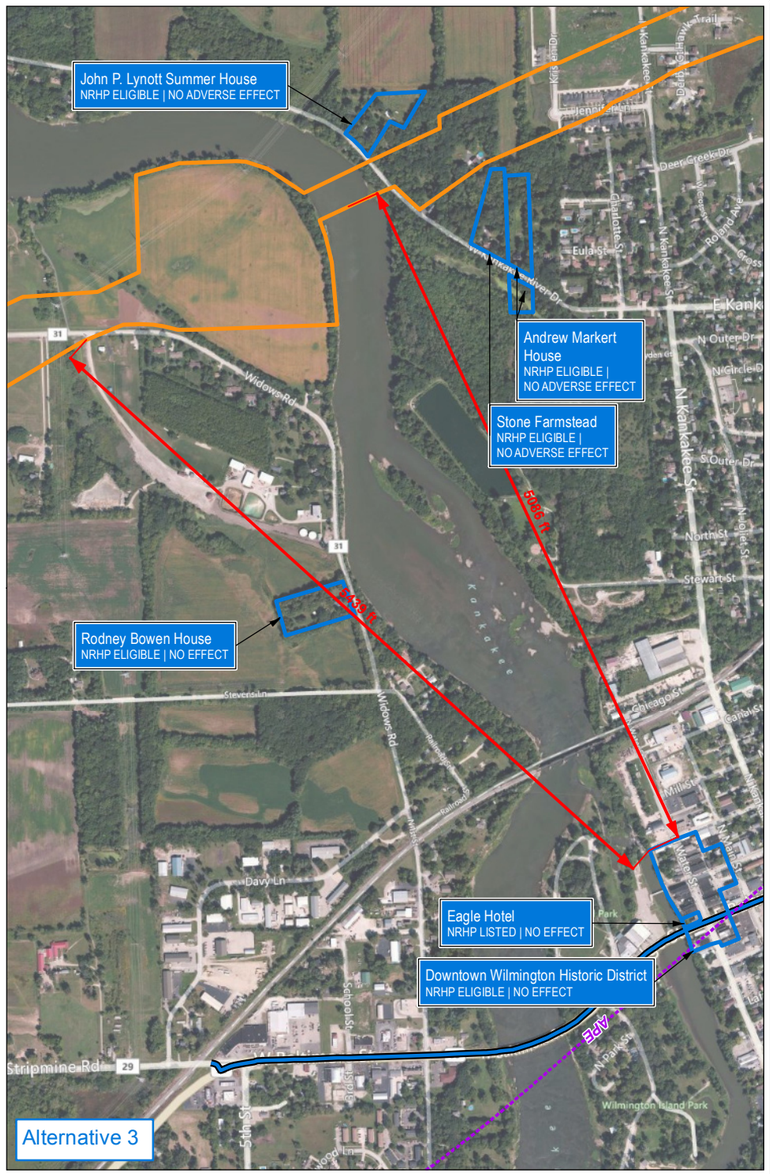
Attachment A: Assessment of Effects for
NRHP Listed and Eligible Historic Properties
Eagle Hotel
November 2013

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

K-3072







NORTH
0 500 1000 ft
0 100 200 m

LEGEND
- NRHP PROPERTY BOUNDARY
- ALTERNATE ROUTE 66, WILMINGTON TO JOLIET
- APE REVISED AREA OF POTENTIAL EFFECTS (APE)
- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3

DIMENSIONS
- NRHP property boundary to Alternative 1 = 4924 ft
- NRHP property boundary to Alternative 1 Kankakee River bridge = 4953 ft
- NRHP property boundary to Alternative 2 = 4502 ft
- NRHP property boundary to Alternative 2 Kankakee River bridge = 4953 ft
- NRHP property boundary to Alternative 3 = 5439 ft
- NRHP property boundary to Alternative 3 Kankakee River bridge = 5086 ft

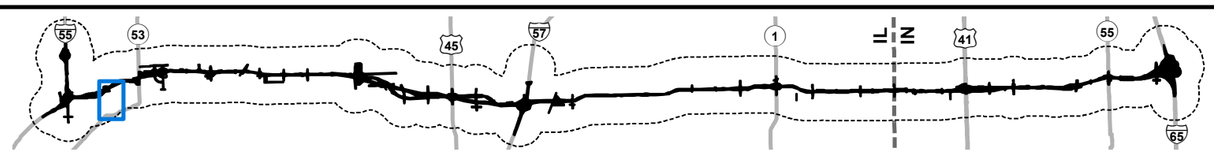
Downtown Wilmington Historic District

Wilmington, Wilmington, Illinois

NRHP ELIGIBLE | NO EFFECT

Aerial Imagery: Microsoft Bing Maps Hybrid

INDEX



REVISED AREA OF POTENTIAL EFFECTS
ALTERNATIVES 1-3 AND DESIGN OPTIONS 1-5 COMBINED

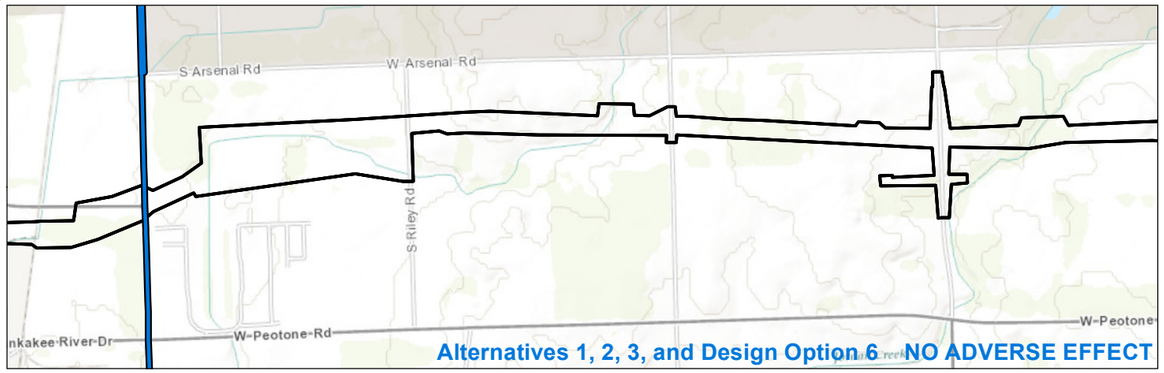
NORTH
0 5 10 mi
0 5 10 km

REGION

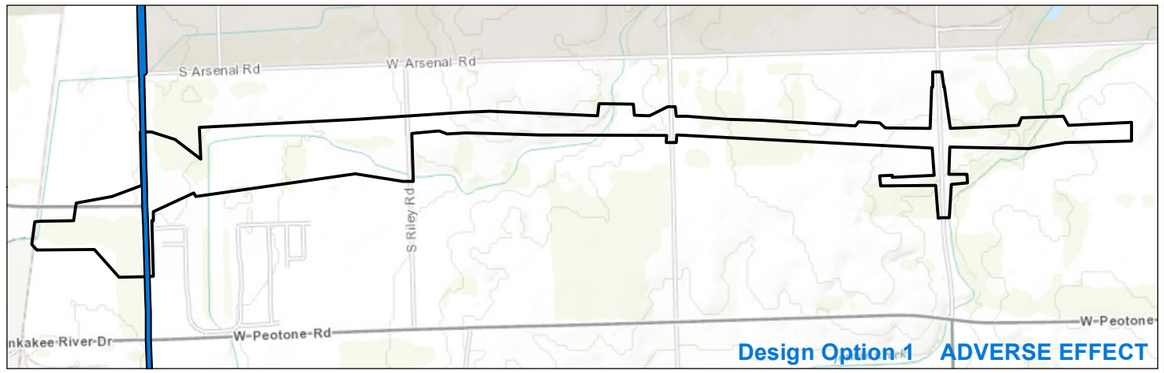
Attachment A: Assessment of Effects for
NRHP Listed and Eligible Historic Properties
Downtown Wilmington Historic District
November 2013

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

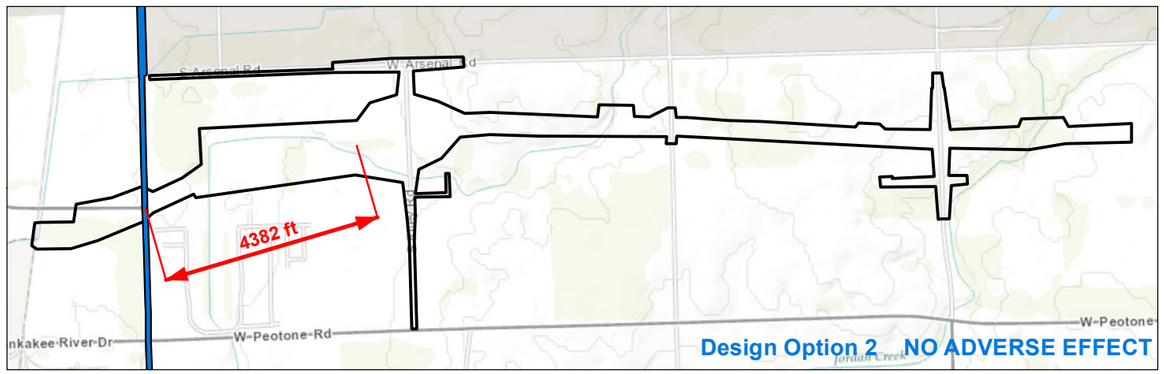
K-3073



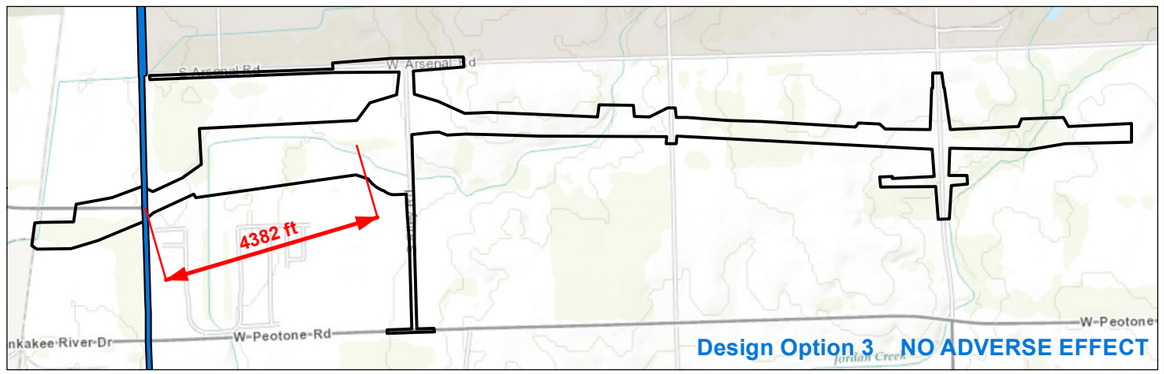
Alternatives 1, 2, 3, and Design Option 6 NO ADVERSE EFFECT



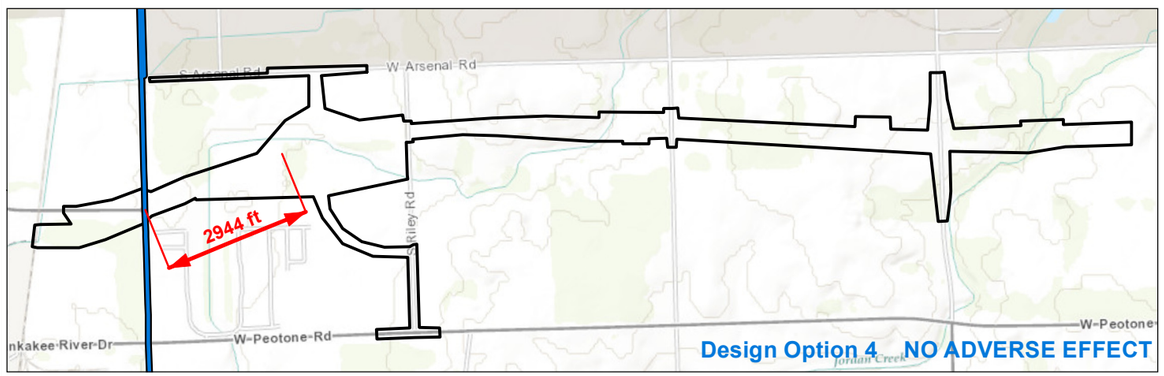
Design Option 1 ADVERSE EFFECT



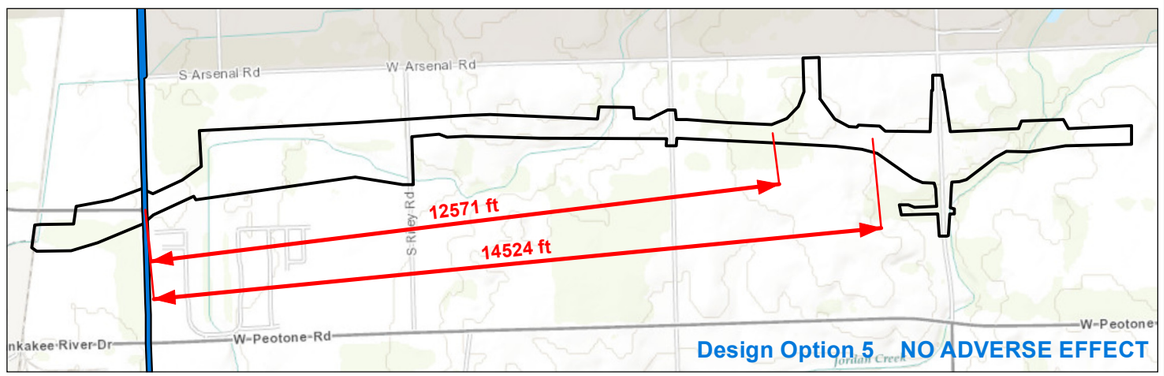
Design Option 2 NO ADVERSE EFFECT



Design Option 3 NO ADVERSE EFFECT



Design Option 4 NO ADVERSE EFFECT



Design Option 5 NO ADVERSE EFFECT

NORTH

0 0.5 1 mi

0 0.5 1 km

LEGEND

ALTERNATE ROUTE 66, WILMINGTON TO JOLIET

ALTERNATIVE OR DESIGN OPTION

DIMENSIONS

Alternate Route 66 to Design Option 2 and 3 interchange = 4382 ft
Alternate Route 66 to Design Option 4 interchange = 2944 ft
Alternate Route 66 to Design Option 5 interchange westbound ramp = 12571 ft
Alternate Route 66 to Design Option 5 interchange eastbound ramp = 14524 ft

Alternate Route 66, Wilmington to Joliet

Wilmington, Illinois

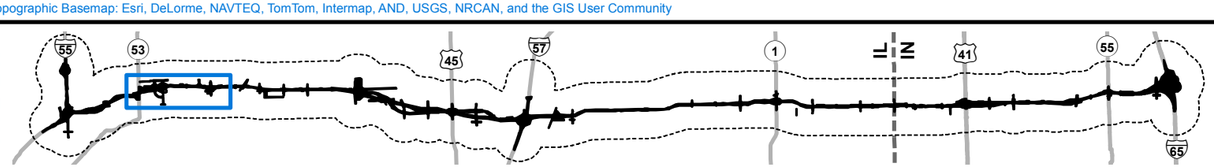
NRHP LISTED

ADVERSE EFFECT (Design Option 1)

NO ADVERSE EFFECT (Alternatives 1, 2, 3; Design Options 2, 3, 4, 5, 6)

ESRI Topographic Basemap: Esri, DeLorme, NAVTEQ, TomTom, Intermap, AND, USGS, NRCAN, and the GIS User Community

INDEX



REVISED AREA OF POTENTIAL EFFECTS

ALTERNATIVES 1-3 AND DESIGN OPTIONS 1-5 COMBINED

NORTH

0 5 10 mi

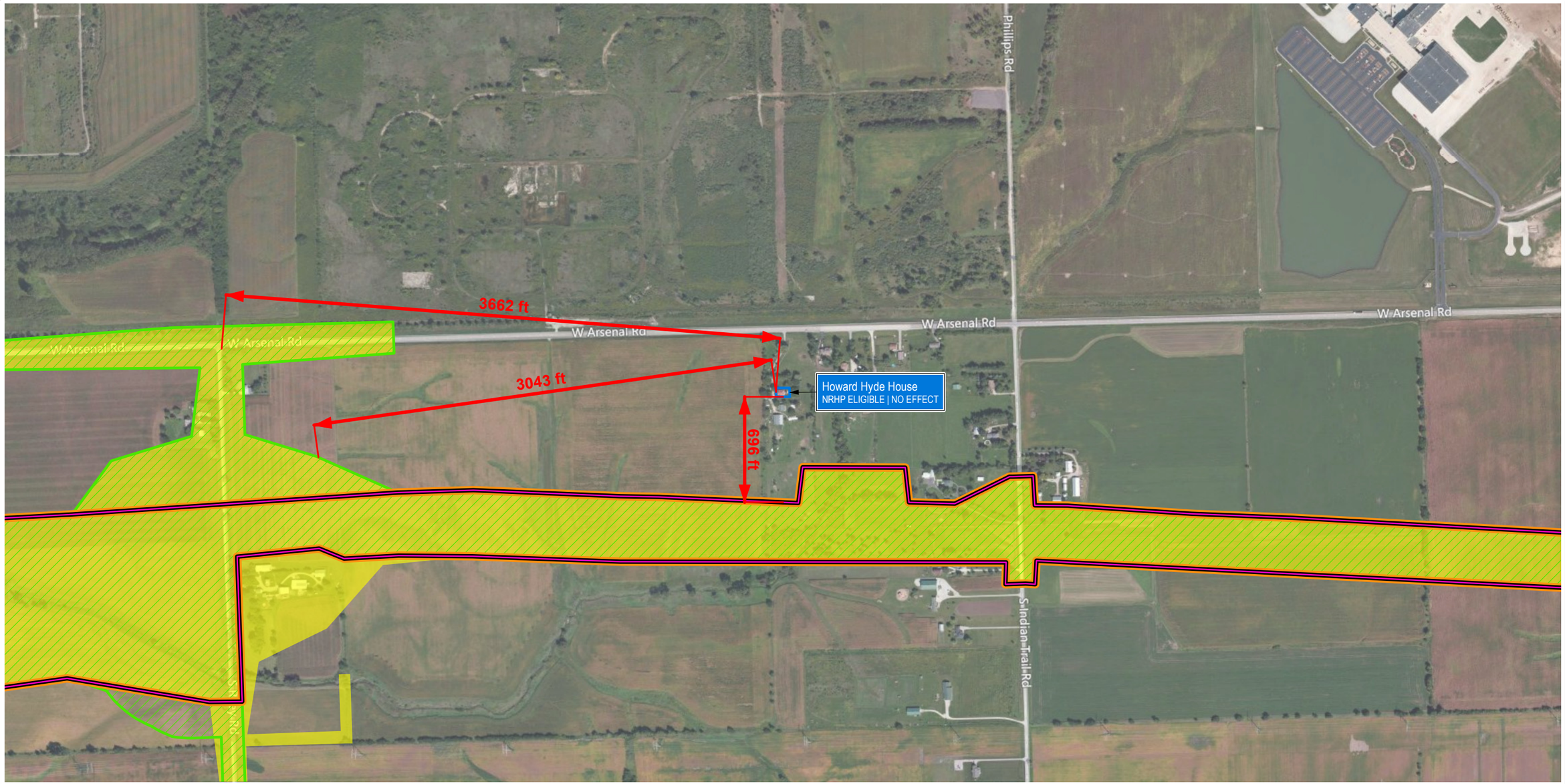
0 5 10 km

REGION

Attachment A: Assessment of Effects for
NRHP Listed and Eligible Historic Properties
Alternate Route 66, Wilmington to Joliet
November 2013

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

K-3074



NORTH
0 500 1000 ft
0 100 200 m

LEGEND
- NRHP PROPERTY BOUNDARY
- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3
- DESIGN OPTION 2
- DESIGN OPTION 3

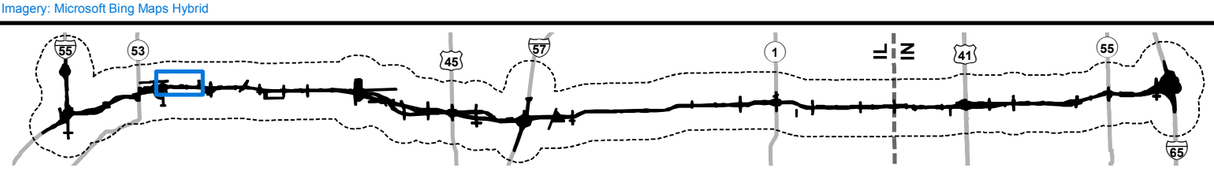
DIMENSIONS

Howard Hyde House to Alternatives 1, 2, and 3 alignment = 696 feet
Howard Hyde House to Design Option 2 and 3 interchange = 3043 feet
Howard Hyde House to Design Option 2 and 3 intersection improvements at Arsenal Road = 3662 feet

Howard Hyde House
20221 South Arsenal Road
Florence, Wilmington, Illinois
NRHP ELIGIBLE | NO EFFECT

Aerial Imagery: Microsoft Bing Maps Hybrid

INDEX



REVISED AREA OF POTENTIAL EFFECTS
ALTERNATIVES 1-3 AND DESIGN OPTIONS 1-5 COMBINED

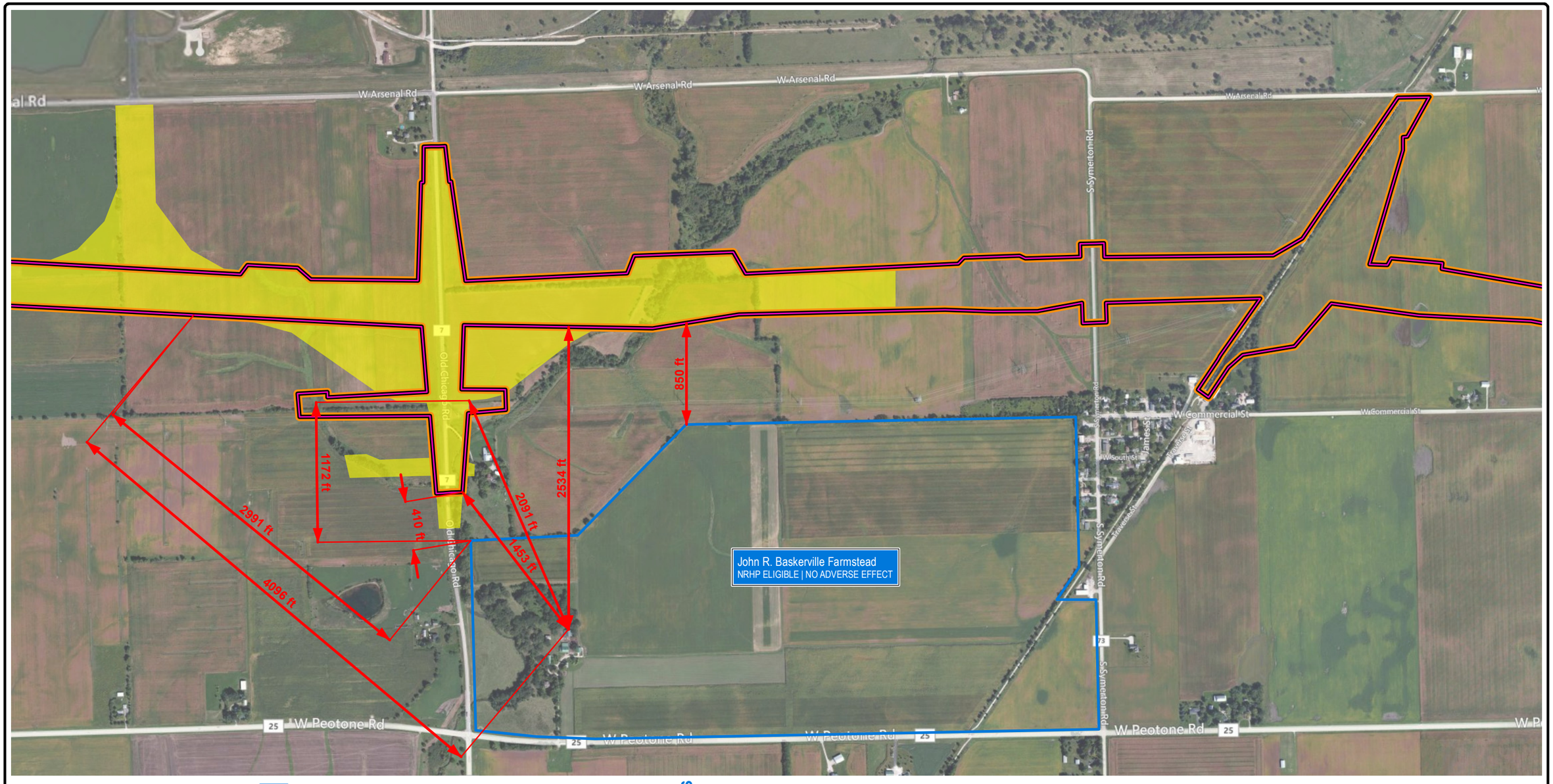
NORTH
0 5 10 mi
0 5 10 km

REGION

Attachment A: Assessment of Effects for
NRHP Listed and Eligible Historic Properties
Howard Hyde House
November 2013

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

K-3075



NORTH
0 500 1000 ft
0 100 200 m

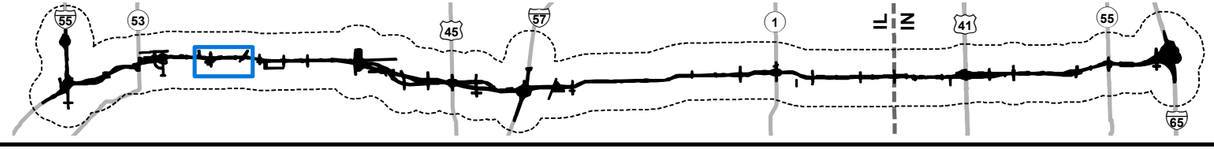
LEGEND
- NRHP PROPERTY BOUNDARY
- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3
- DESIGN OPTION 5

DIMENSIONS
- John R. Baskerville Farmstead to Alternatives 1, 2, and 3 alignment = 2534 ft
- John R. Baskerville Farmstead NRHP boundary to Alternatives 1, 2, and 3 alignment = 850 ft
- John R. Baskerville Farmstead NRHP boundary to Alternatives 1, 2, and 3 Old Chicago Road overpass = 410 ft
- John R. Baskerville Farmstead to Alternatives 1, 2, and 3 Old Chicago Road overpass = 1453 ft
- John R. Baskerville Farmstead to Design Option 5 eastbound ramp = 2091 ft
- John R. Baskerville Farmstead to Design Option 5 westbound ramp = 4096 ft
- John R. Baskerville Farmstead NRHP boundary to Design Option 5 eastbound ramp = 1172 ft
- John R. Baskerville Farmstead NRHP boundary to Design Option 5 westbound ramp = 2991 ft

John R. Baskerville Farmstead
19076 West Peotone Road
Florence, Wilmington, Illinois
NRHP ELIGIBLE | NO ADVERSE EFFECT

Aerial Imagery: Microsoft Bing Maps Hybrid

INDEX



- REVISED AREA OF POTENTIAL EFFECTS
- ALTERNATIVES 1-3 AND DESIGN OPTIONS 1-5 COMBINED

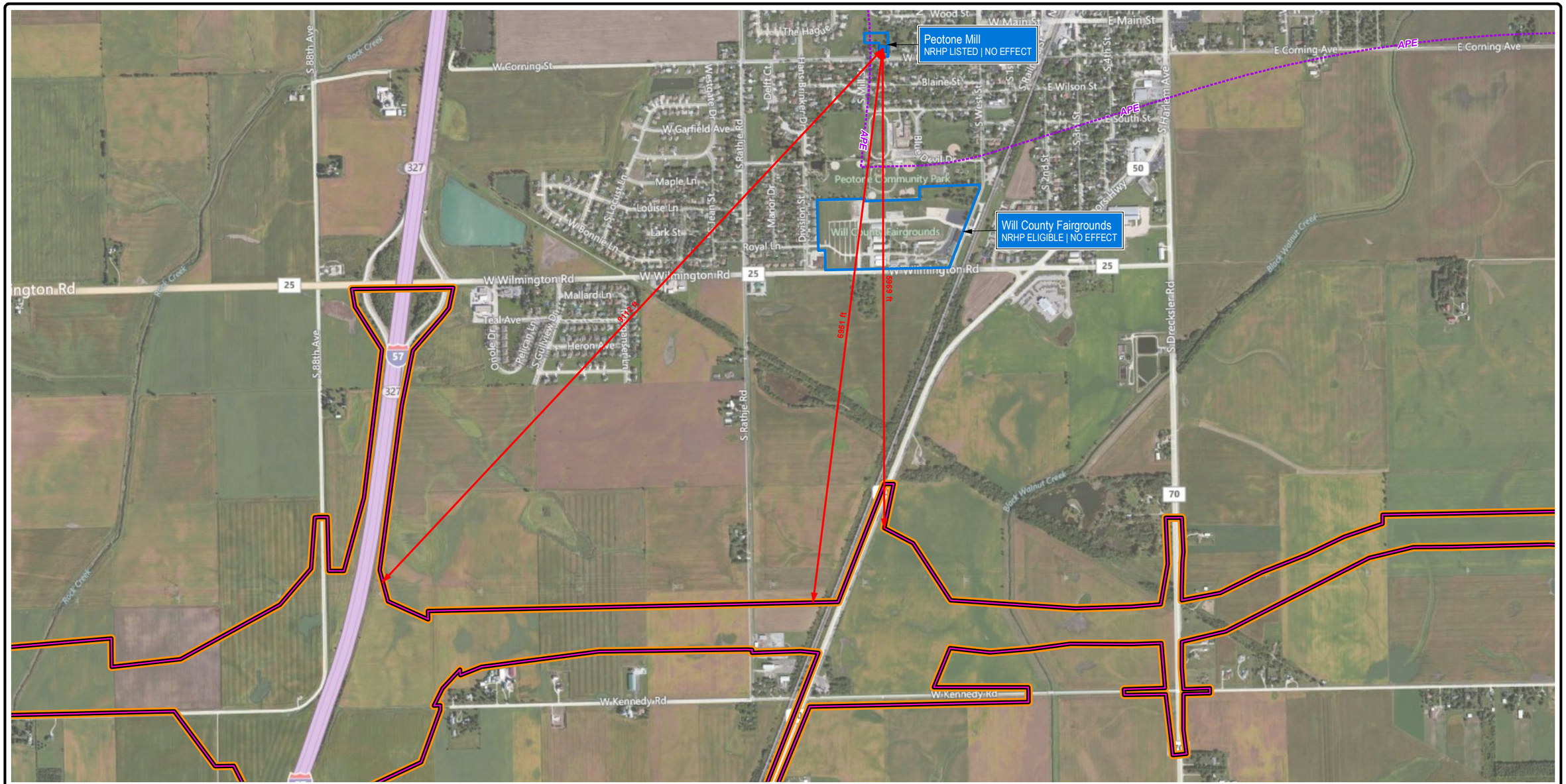
NORTH 0 5 10 mi / 0 5 10 km

REGION

Attachment A: Assessment of Effects for
NRHP Listed and Eligible Historic Properties
John R. Baskerville Farmstead
November 2013

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

K-3076



NORTH
0 500 1000 ft
0 100 200 m

LEGEND

- NRHP PROPERTY
- NRHP PROPERTY BOUNDARY
- APE REVISED AREA OF POTENTIAL EFFECTS (APE)
- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3

DIMENSIONS

Peotone Mill to Alternatives 1, 2, and 3 alignment = 6951 ft
Peotone Mill to Alternatives 1, 2, and 3 interchange at I-57 = 9112 ft
Peotone Mill to Alternatives 1, 2, and 3 interchange at IL-50 = 5969 ft

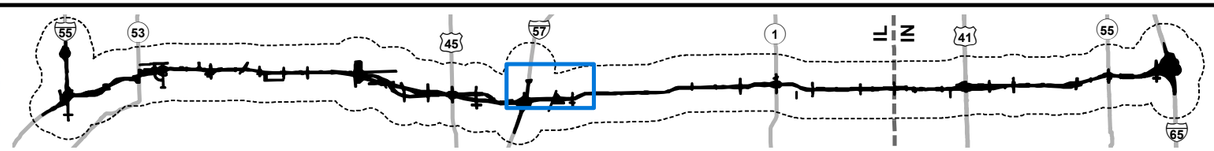
Peotone Mill

304 West Corning Road
Peotone, Peotone, Illinois

NRHP LISTED | NO EFFECT

Aerial Imagery: Microsoft Bing Maps Hybrid

INDEX



REVISED AREA OF POTENTIAL EFFECTS
ALTERNATIVES 1-3 AND DESIGN OPTIONS 1-5 COMBINED

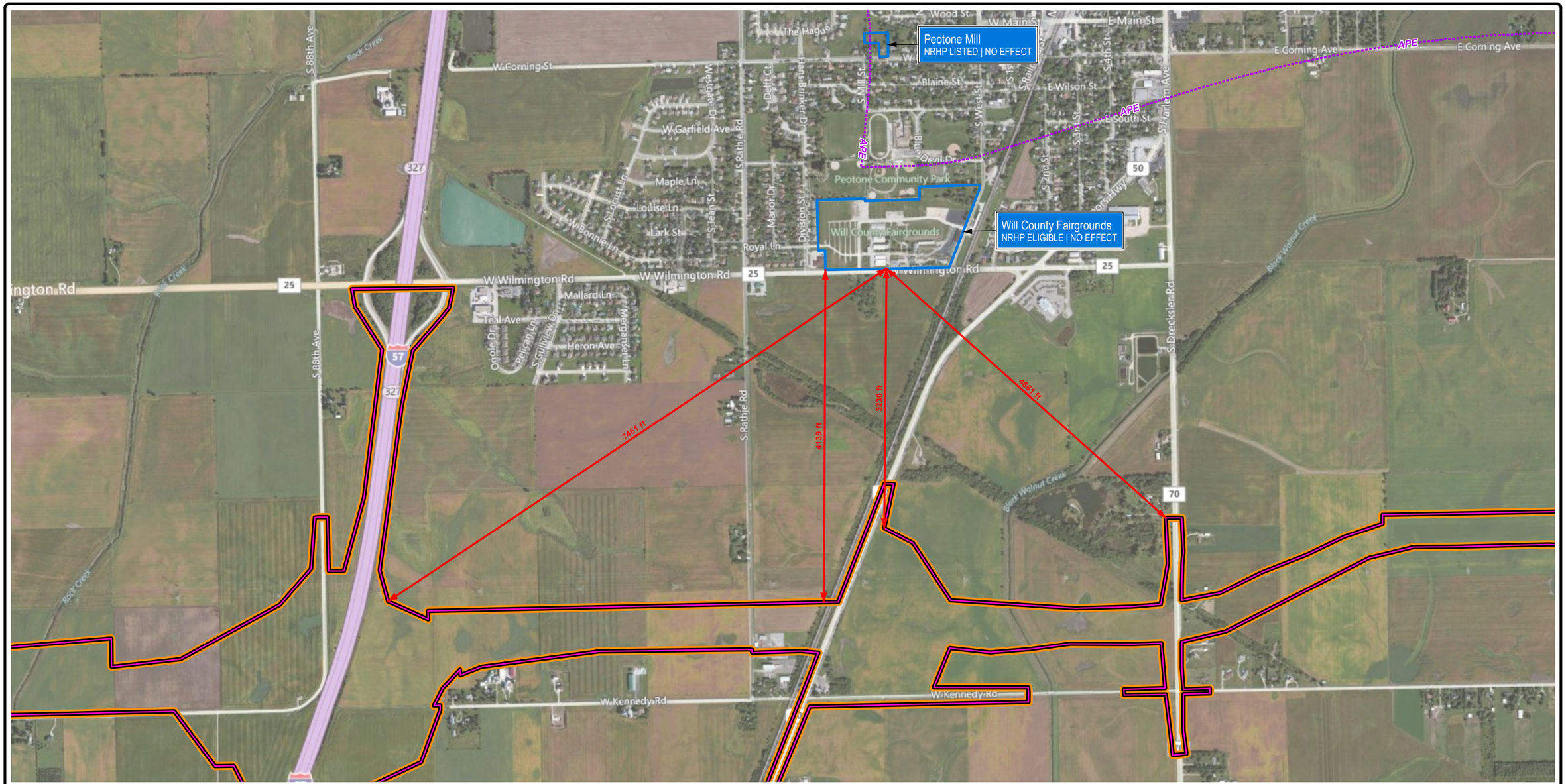
NORTH
0 5 10 mi
0 5 10 km

REGION

Attachment A: Assessment of Effects for
NRHP Listed and Eligible Historic Properties
Peotone Mill
November 2013

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

K-3077



NORTH
0 500 1000 ft
0 100 200 m

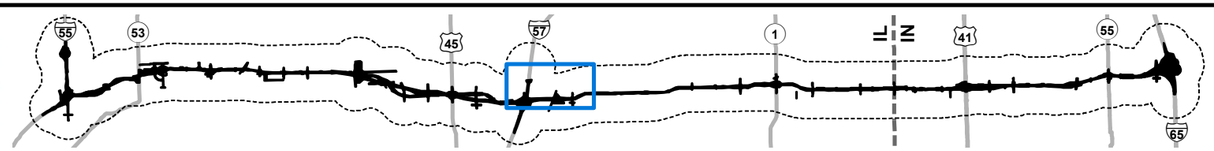
LEGEND
- NRHP PROPERTY BOUNDARY
- REVISED AREA OF POTENTIAL EFFECTS (APE)
- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3

DIMENSIONS
- Will County Fairgrounds NRHP boundary to Alternatives 1, 2, and 3 alignment = 4139 ft
- Will County Fairgrounds NRHP boundary to Alternatives 1, 2, and 3 interchange at I-57 = 7461 ft
- Will County Fairgrounds NRHP boundary to Alternatives 1, 2, and 3 interchange at IL-50 = 3230 ft
- Will County Fairgrounds NRHP boundary to Alternatives 1, 2, and 3 S. Drecksler Road overpass = 4661 ft

Will County Fairgrounds
710 South West Street
Peotone, Peotone, Illinois
NRHP ELIGIBLE | NO EFFECT

Aerial Imagery: Microsoft Bing Maps Hybrid

INDEX



- REVISED AREA OF POTENTIAL EFFECTS
- ALTERNATIVES 1-3 AND DESIGN OPTIONS 1-5 COMBINED

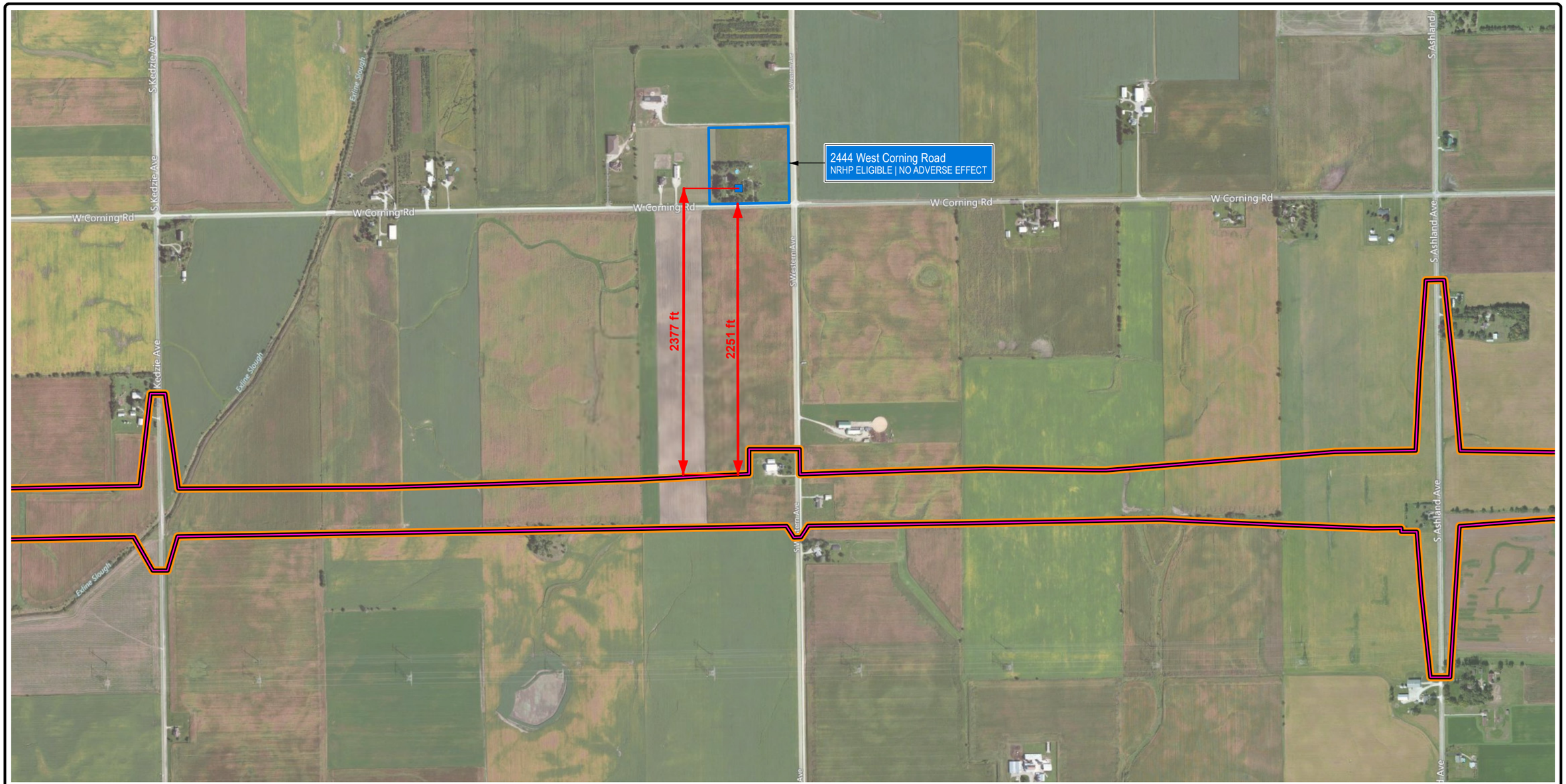
NORTH 0 5 10 mi / 0 5 10 km

REGION

Attachment A: Assessment of Effects for
NRHP Listed and Eligible Historic Properties
Will County Fairgrounds
November 2013

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

K-3078



NORTH
0 500 1000 ft
0 100 200 m

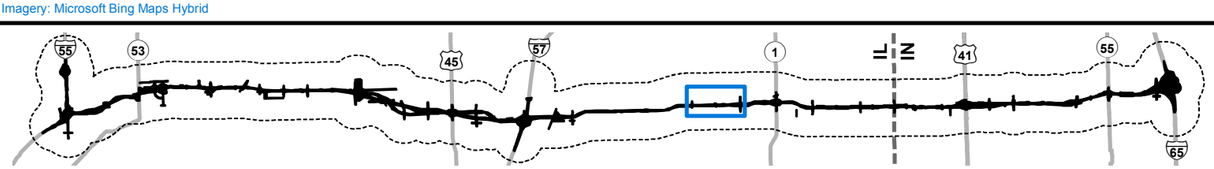
LEGEND
- NRHP PROPERTY
- NRHP PROPERTY BOUNDARY
- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3

DIMENSIONS
2444 West Corning Road NRHP boundary to Alternatives 1, 2, and 3 alignment = 2251 ft
2444 West Corning Road farmhouse to Alternatives 1, 2, and 3 alignment = 2377 ft

2444 West Corning Road
2444 West Corning Road
Will, Peotone, Illinois
NRHP ELIGIBLE | NO ADVERSE EFFECT

Aerial Imagery: Microsoft Bing Maps Hybrid

INDEX



- REVISED AREA OF POTENTIAL EFFECTS
- ALTERNATIVES 1-3 AND DESIGN OPTIONS 1-5 COMBINED

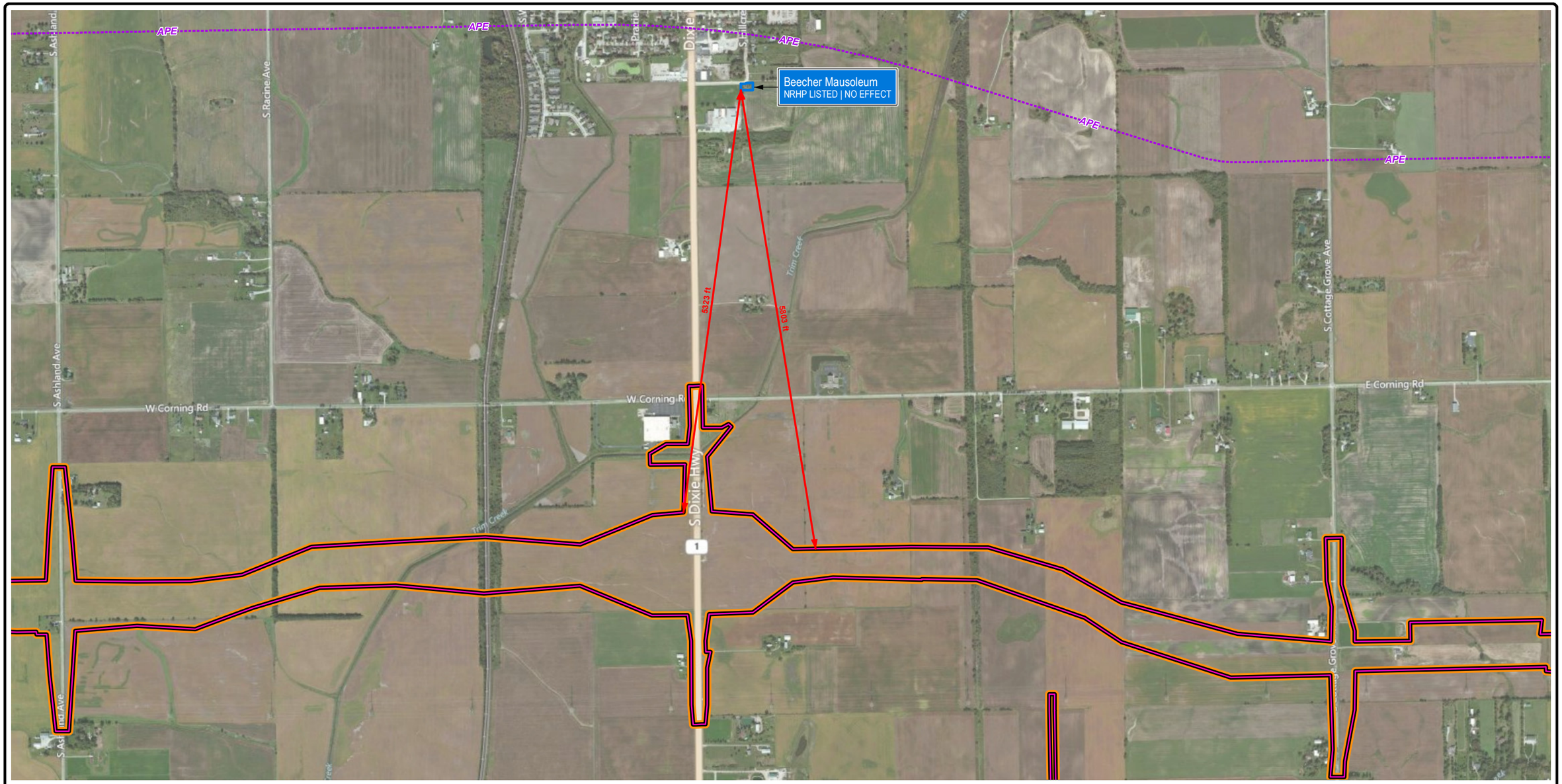
NORTH
0 5 10 mi
0 5 10 km

REGION

Attachment A: Assessment of Effects for
NRHP Listed and Eligible Historic Properties
2444 West Corning Road
November 2013

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

K-3079



NORTH
0 500 1000 ft
0 100 200 m

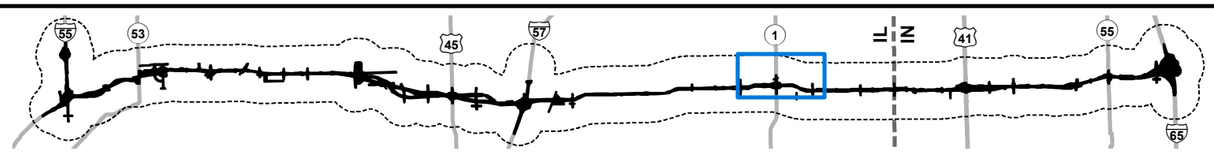
LEGEND
- NRHP PROPERTY BOUNDARY
- REVISED AREA OF POTENTIAL EFFECTS (APE)
- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3

DIMENSIONS
Beecher Mausoleum to Alternatives 1, 2, and 3 alignment = 5803 ft
Beecher Mausoleum to Alternatives 1, 2, and 3 interchange at IL-1 = 5323 ft

Beecher Mausoleum
Horner Lane at South Hillcrest Road
Washington, Beecher, Illinois
NRHP LISTED | NO EFFECT

Aerial Imagery: Microsoft Bing Maps Hybrid

INDEX



- REVISED AREA OF POTENTIAL EFFECTS
- ALTERNATIVES 1-3 AND DESIGN OPTIONS 1-5 COMBINED

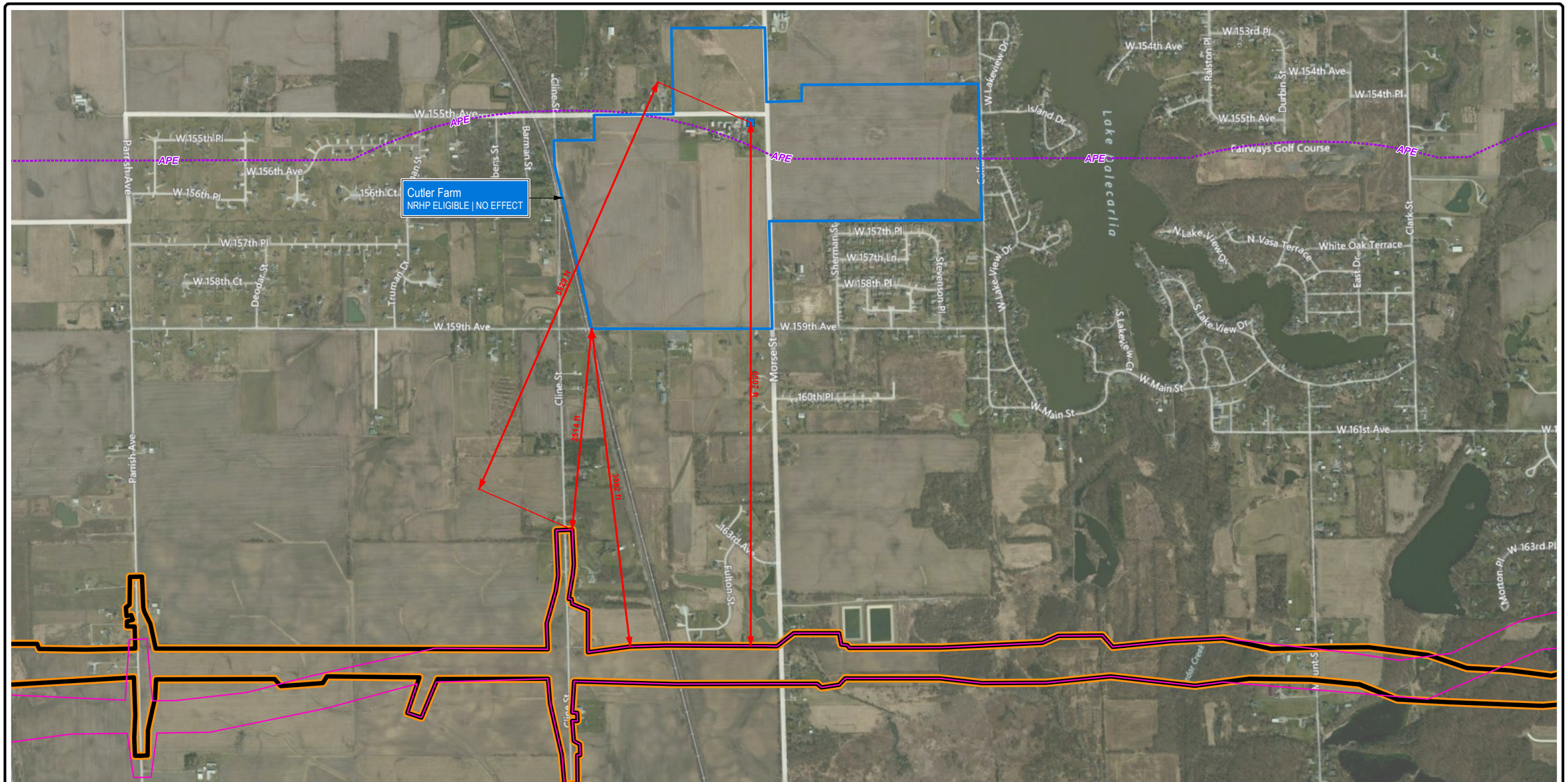
NORTH
0 5 10 mi
0 5 10 km

REGION

Attachment A: Assessment of Effects for
NRHP Listed and Eligible Historic Properties
Beecher Mausoleum
November 2013

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

K-3080



NORTH
0 500 1000 ft
0 100 200 m

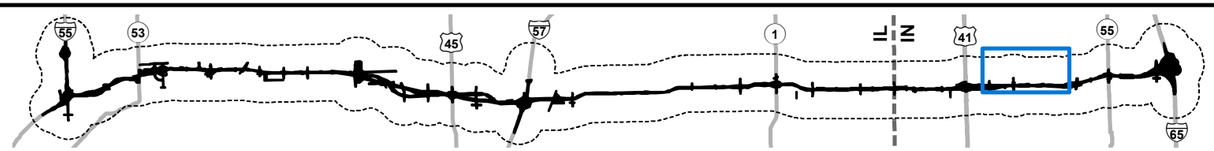
LEGEND
- NRHP PROPERTY
- NRHP PROPERTY BOUNDARY
- REVISED AREA OF POTENTIAL EFFECTS (APE)
- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3

DIMENSIONS
Cutler Farm to Alternatives 1, 2, and 3 Cline Street overpass = 5529 ft
Cutler Farm NRHP boundary to Alternatives 1, 2, and 3 Cline Street overpass = 2514 ft
Cutler Farm to Alternatives 1, 2, and 3 alignment = 6507 ft
Cutler Farm NRHP boundary to Alternatives 1, 2, and 3 alignment = 3982 ft

Cutler Farm
15504 Morse Street
Cedar Creek, Lowell, Indiana
NRHP ELIGIBLE | NO EFFECT

Aerial Imagery: Microsoft Bing Maps Hybrid

INDEX



REVISED AREA OF POTENTIAL EFFECTS
ALTERNATIVES 1-3 AND
DESIGN OPTIONS 1-5 COMBINED

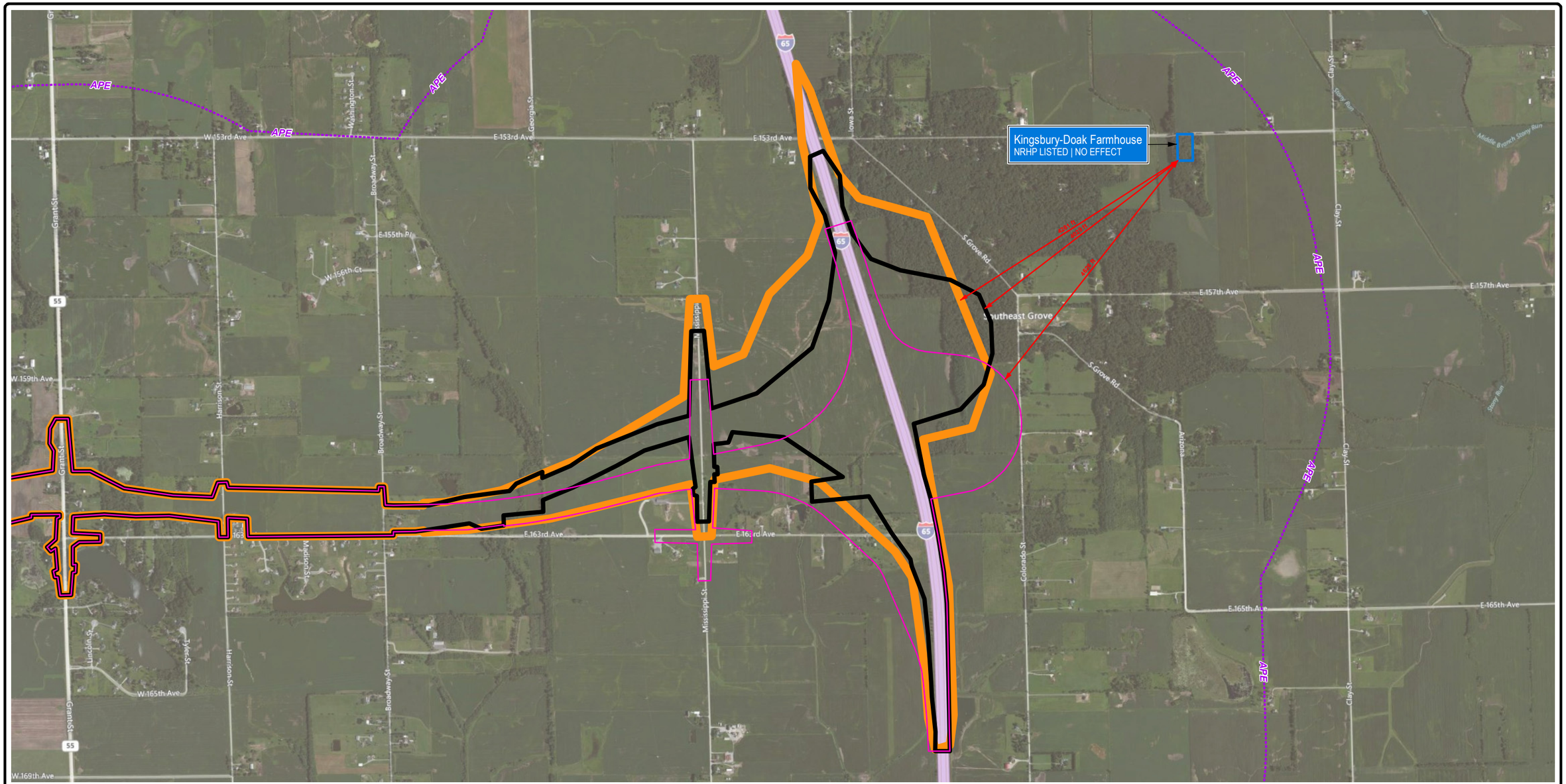
NORTH
0 5 10 mi
0 5 10 km

REGION

Attachment A: Assessment of Effects for
NRHP Listed and Eligible Historic Properties
Cutler Farm
November 2013

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

K-3081



NORTH
0 500 1000 ft
0 100 200 m

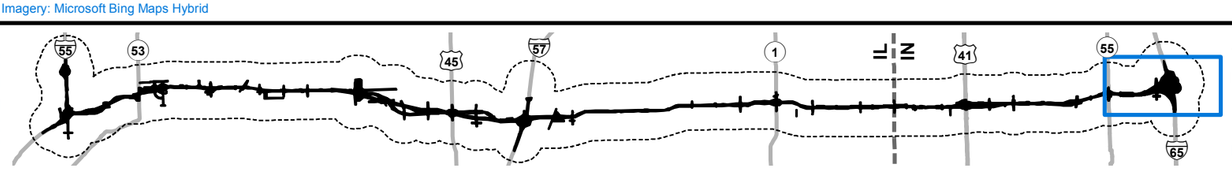
LEGEND
- NRHP PROPERTY BOUNDARY
- "APE" REVISED AREA OF POTENTIAL EFFECTS (APE)
- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3

DIMENSIONS
Kingsbury-Doak Farmhouse NRHP boundary to Alternative 1 interchange at I-65 = 4626 ft
Kingsbury-Doak Farmhouse NRHP boundary to Alternative 2 interchange at I-65 = 4029 ft
Kingsbury-Doak Farmhouse NRHP boundary to Alternative 3 interchange at I-65 = 4281 ft

Kingsbury-Doak Farmhouse
4411 East 153rd Avenue
Eagle Creek, Hebron, Indiana
NRHP LISTED | NO EFFECT

Aerial Imagery: Microsoft Bing Maps Hybrid

INDEX



- REVISED AREA OF POTENTIAL EFFECTS
- ALTERNATIVES 1-3 AND DESIGN OPTIONS 1-5 COMBINED

NORTH
0 5 10 mi
0 5 10 km

REGION

Attachment A: Assessment of Effects for
NRHP Listed and Eligible Historic Properties
Kingsbury-Doak Farmhouse
November 2013

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

K-3082

Appendix B

PROPERTY BOUNDARY MEMORANDUMS

THIS PAGE INTENTIONALLY LEFT BLANK

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

201 W. Center Court
Schaumburg, Illinois 60196

100 N. Senate Avenue, #N642
Indianapolis, Indiana 46204

www.illianacorridor.org

Memorandum: John P. Lynott Summer House NRHP Boundary Revision
November 6, 2013

Background

The John P. Lynott Summer House's property boundary has experienced several changes and subdivisions since the summer house and carriage house were first constructed in ca. 1920 and ca. 1933, respectively (see figures 1-5). The current tax parcel boundary is much smaller than the property boundary during its period of significance (1920-1933) and as shown on historic plat maps (see figures 8-23). The property boundary was subdivided into several parcels, first in ca. 1909-1910 and then again in ca. 1980; the existing tax parcel boundary no longer resembles the original property boundary, although remaining tree lines show the ca. 1909-1910 property boundary (see figures 6-7). The current tax parcel boundary contains the summer house, carriage house, a non-historic swimming pool, and a non-historic pole barn, while the flanking subdivided parcels contain non-historic residential buildings that were not originally part of the property boundary. These residential buildings would not contribute to or adequately convey the significance of the John P. Lynott Summer House if that property's NRHP boundary was delineated as the original property boundary. The current tax parcel boundary does not form a logical landscape to interpret the property's setting.

The proposed NRHP boundary would encompass those built and physical elements that convey the property's architectural and historical significance and contribute to the property's integrity of setting, feeling, and association. Although the John P. Lynott Summer House is associated with the movement in the early twentieth century to construct summer houses as vacation homes away from city life and may have been associated with John P. Lynott, a Chicago Water Works Department employee, research did not reveal any historically significant associations with that movement or person; therefore, the property is not eligible under Criteria A or B. The property's summer house and carriage house are good local examples of early twentieth century Craftsman-style buildings. The summer house incorporates a low and long horizontal profile, a side-gable roof with a wide unenclosed eave overhang, and facade dormers. Although alterations to the house have occurred, which include vinyl-sash windows and a one-story addition spanning the rear of the house, they do not detract from the original design intent and appearance of the summer house.

The NRHP Bulletin "Defining Boundaries for National Register Properties" was used as guidance in delineating the proposed NRHP boundary for the John P. Lynott Summer House.

Land Use History

Plat maps, historic aerial photographs, current aerial imagery, and topographic maps were reviewed in delineating the proposed NRHP boundary for the John P. Lynott Summer House; Sanborn Fire Insurance Maps were unavailable for this area (see figures 6-26). Based on the

information provided by the maps, aerial imagery, and property research, the land use during the property's period of significance was not agricultural because the property was not a farmstead and did not have fields, pens, or associated agricultural outbuildings; it was a discrete summer house along the river. The 1939 aerial photograph shows four distinct tree lines delineating a northern field, separate from the southern portion containing the summer house and carriage house; these tree lines are intact today. The south tree line forms the current north tax parcel boundary and appears to form a logical delineation for the proposed north NRHP boundary.

Land Use Ownership and History

Year	Ownership	Parcel Size (in acres)	Land Use
1862	F. Stone	60.83	Agricultural – land originally part of Stone Farmstead, which consisted of the extant limestone farmhouse and smokehouse at southeast corner of property. Plat maps indicate a structure was located in the southwest corner of the property, near the current location of the Lynott Summer House.
1873	P.P. Stone	60.83	Agricultural – land originally part of Stone Farmstead, which consisted of the extant limestone farmhouse and smokehouse at southeast corner of property (these buildings are not located on or immediately adjacent to the property under consideration). Plat maps indicate a structure was located in the southwest corner of the property, near the current location of the Lynott Summer House.
1893	George Markert & Emma Lins	60.83	Residential – land part of Markert and Company Brewery and Stone Farmstead farmhouse used as worker's quarters. Plat maps indicate a structure was located in the southwest corner of the property, near the current location of the Lynott Summer House.
1904	John P. Lynott	Unknown	Residential – According to the July 8, 1904 issue of the Wilmington Advocate newspaper, the property was purchased some months earlier by John P. Lynott of the Chicago Water Works Department with the intention of building a "fine summer house on the premises." However, based on the Craftsman-style details of the house and the ca. 1920s construction date provided in the *Will County Rural Historic Structural Survey* for Wilmington Township, the John P. Lynott Summer House was likely constructed ca. 1920.

1909-1910	E.M. Lins	21.68	Residential
1920s	E.M. Lins	21.68	Residential – summer house likely constructed in this time period given the Craftsman-style details and 1920s construction date provided in the *Will County Rural Historic Structural Survey* for Wilmington Township
1940	J. Mueller	21.68	Residential – based on 1939 aerial imagery, the northern portion of the property appears to have been used as an agricultural field while a garden and trees surround the summer house.
1948	J. Mueller	21.68	Residential
1953	C. & I. O'Donnell	17.72	Residential
1957	E. Kirchner	17.7	Residential
1963	E. Kirchner	17.1	Residential
1970	E. Kirchner	17	Residential
1974	Edward Pollack	21.4	Residential
1980	Small Tracts	4.62	Residential
1988	Small Tracts	4.62	Residential
1996	Small Tracts	4.62	Residential
2000	Small Tracts	4.62	Residential
2013	Martin E. Pollack	4.62	Residential

Proposed NRHP Boundary

The proposed NRHP boundary would include the contributing house, carriage house, and landscape features; the noncontributing swimming pool and pole barn; and the property's historically significant views and viewsheds to and from the contributing house and carriage house (see figures 27-29). The proposed NRHP boundary would follow the existing tree lines within the property and exclude the southeast wooded area that does not contribute to the property's integrity of setting. The NRHP Bulletin "Defining Boundaries for National Register Properties" provides the following guidance:

- *Select boundaries to encompass but not exceed the extent of the significant resources and land areas comprising the property.*

- *Include all historic features of the property, but do not include buffer zones or acreage not directly contributing to the significance of the property.*

- *Exclude peripheral areas that no longer retain integrity due to alterations in physical conditions or setting caused by human forces, such as development, or natural forces, such as erosion.*

- *Include small areas that are disturbed or lack significance when they are completely surrounded by eligible resources. "Donut holes" are not allowed.*

- *Define a discontiguous property when large areas lacking eligible resources separate portions of the eligible resource*

The proposed NRHP boundaries would encompass the extent of significant resources and land area features, including the summer house, carriage house, and mature trees and vegetation within the immediate and surrounding viewshed of the summer house and carriage house. The boundary avoids inclusion of additional land not necessary to interpret the historic setting of the property, such as the subdivided parcels that were formerly part of the original property boundary and now contain non-historic houses. Areas that have been altered but are part of the property's significant viewsheds have been included in the property boundary, specifically the noncontributing pole barn located northeast of the summer house, which is located in a historic viewshed. The guideline for a discontiguous property does not apply to this resource.

Figure 1: Facing northeast to southwest-facing house facade

Figure 2: Facing east to southwest-facing house facade and northwest side elevation

Figure 3: Facing southwest to house northeast rear elevation and swimming pool

Figure 4: Facing north along driveway to house (at left) and carriage house (at right)

Figure 5: Facing northeast to carriage house southwest-facing facade

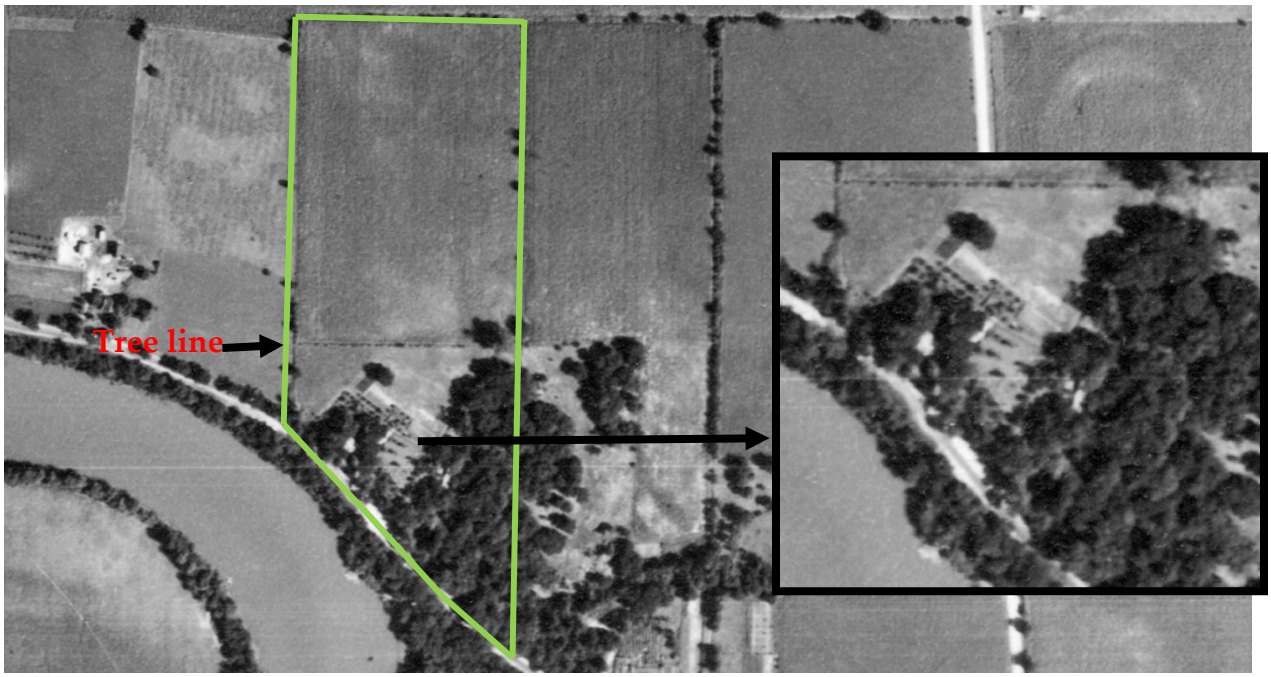


Figure 6: 1939 aerial photograph with property boundary in green

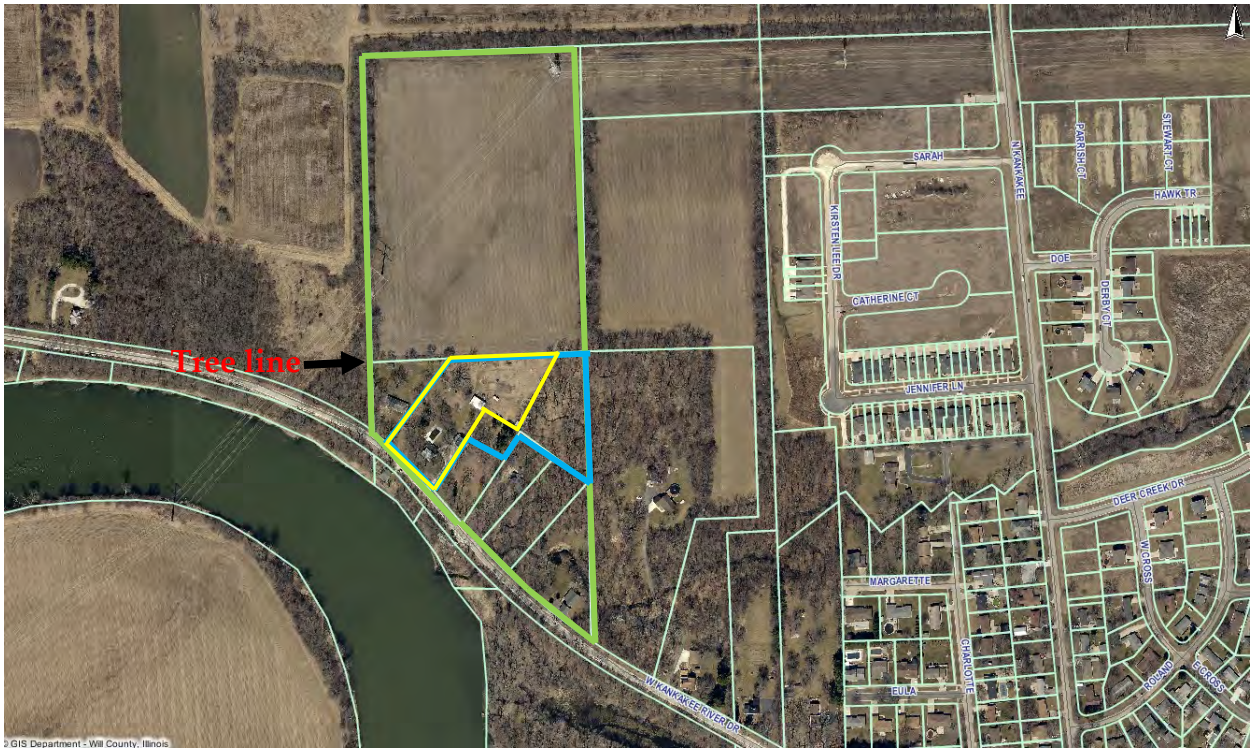


Figure 7: 2013 aerial photograph with 1939 property boundary in green, current tax parcel boundary in blue, and proposed NRHP boundary in yellow.

Figure 8: 1862 plat map (1862 property boundary in orange)

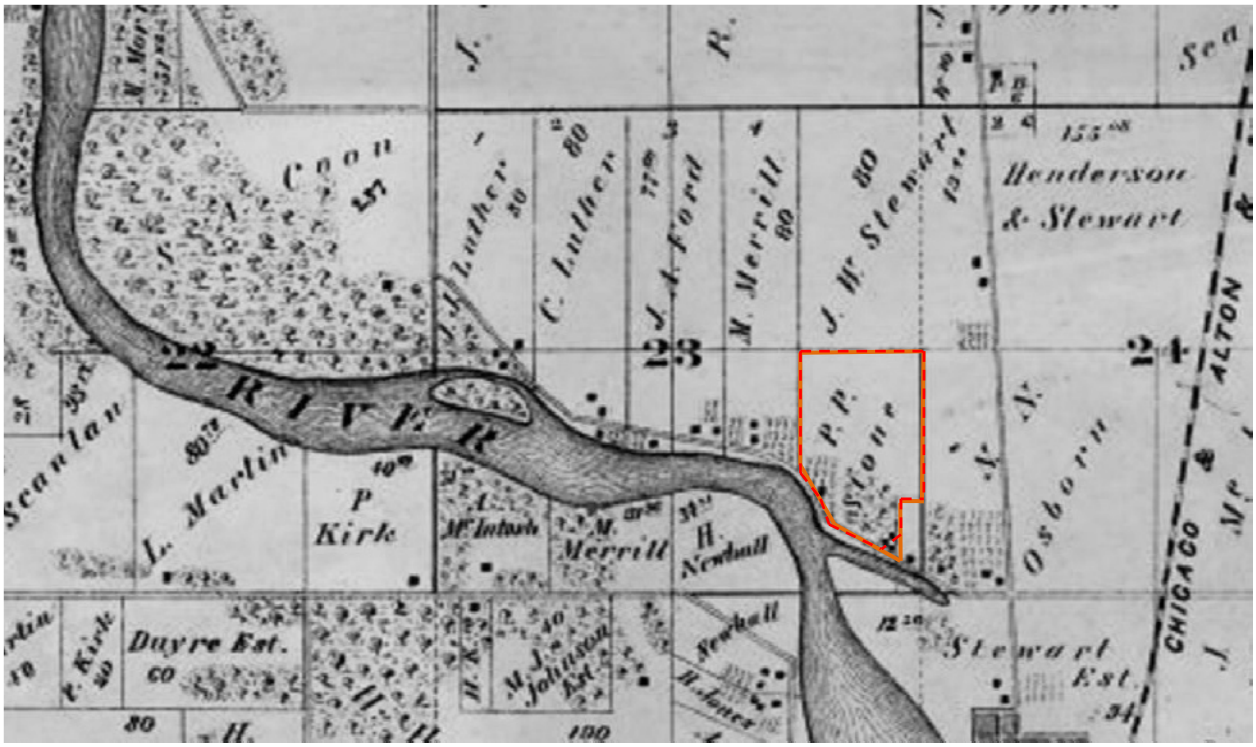


Figure 9: 1873 plat map (1862 property boundary in orange; 1873 property boundary in red)

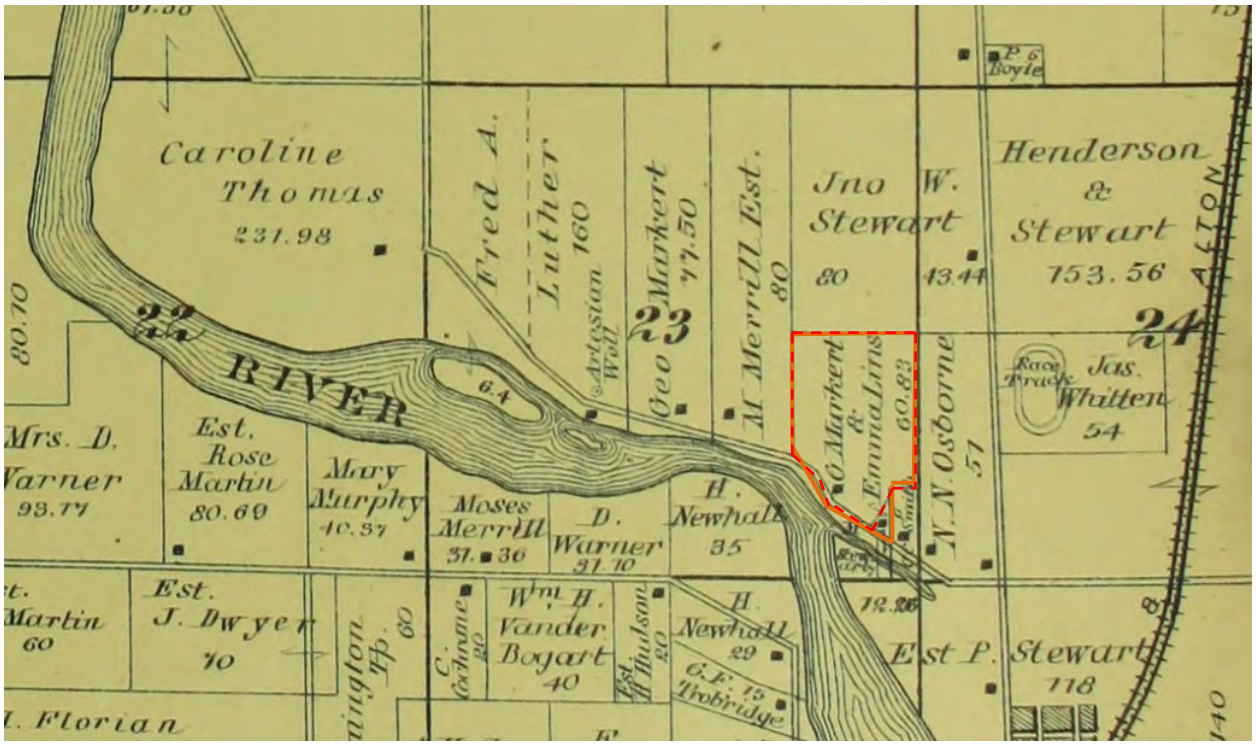


Figure 10: 1893 plat map (1862 property boundary in orange; 1873 property boundary in red)

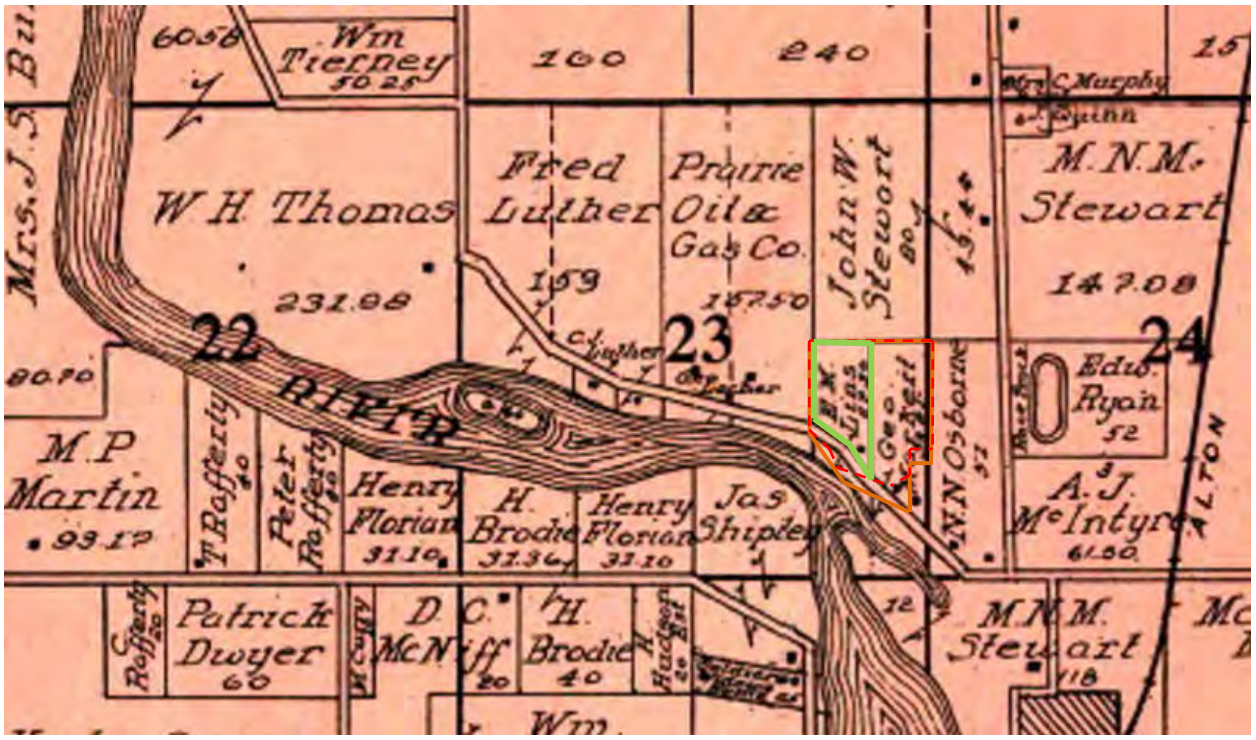


Figure 11: 1909-1910 plat map (1862 property boundary in orange; 1873 property boundary in red; 1909-1910 property boundary in green)

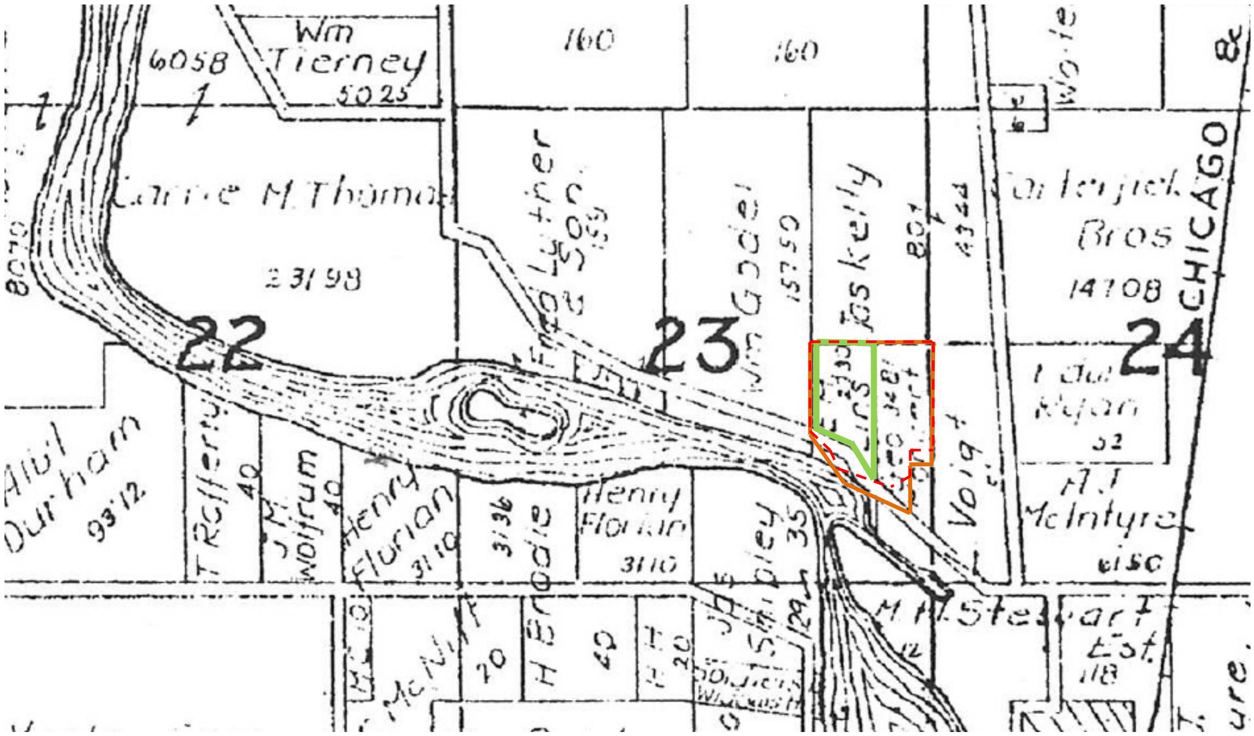


Figure 12: Circa 1920s plat map (1862 property boundary in orange; 1873 property boundary in red; 1909-1910 property boundary in green)

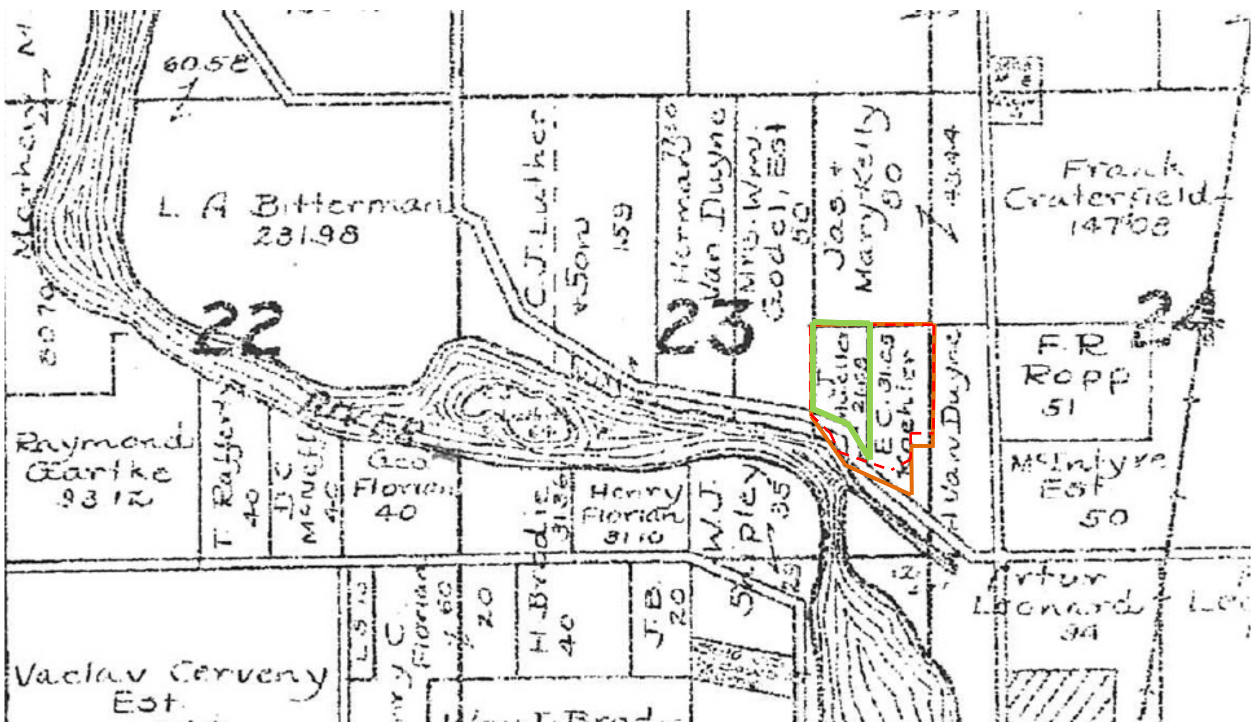


Figure 13: Circa 1940 plat map (1862 property boundary in orange; 1873 property boundary in red; 1909-1910 property boundary in green)

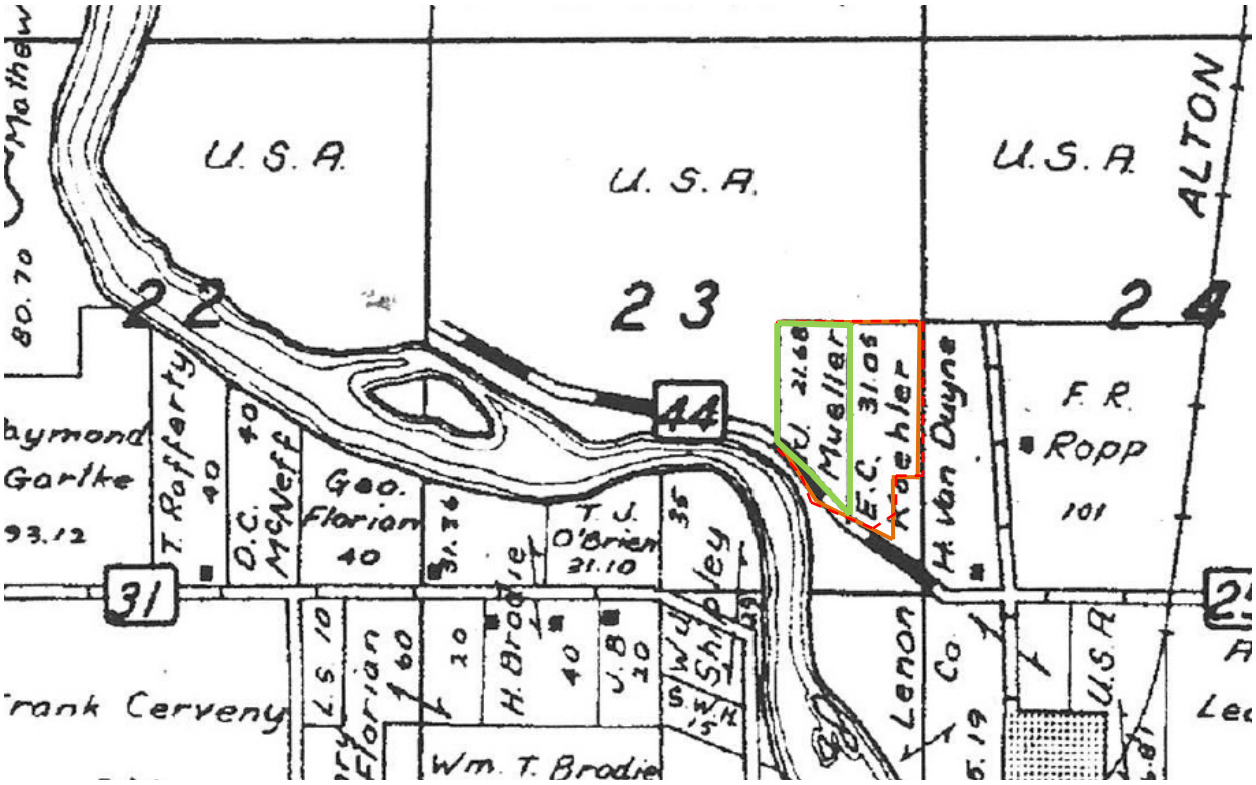


Figure 14: 1948 plat map (1862 property boundary in orange; 1873 property boundary in red; 1909-1910 property boundary in green)

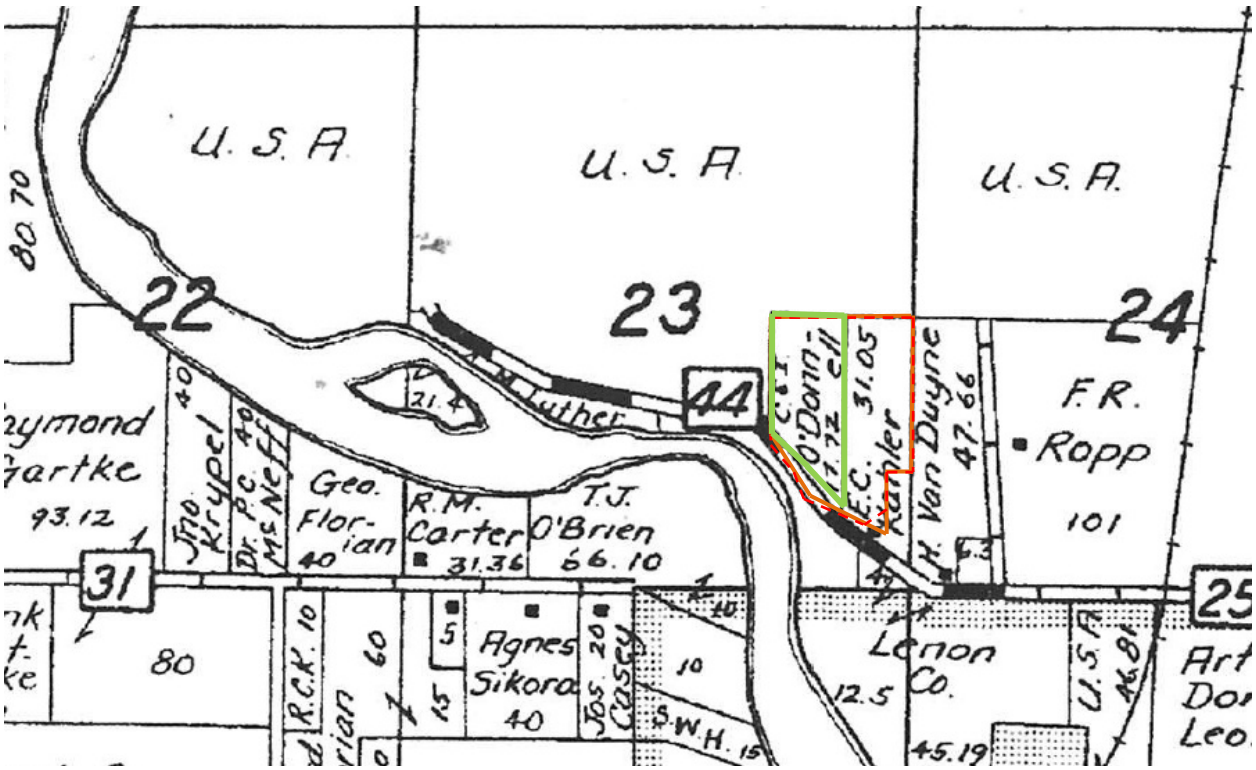


Figure 15: 1953 plat map (1862 property boundary in orange; 1873 property boundary in red; 1909-1910 property boundary in green)

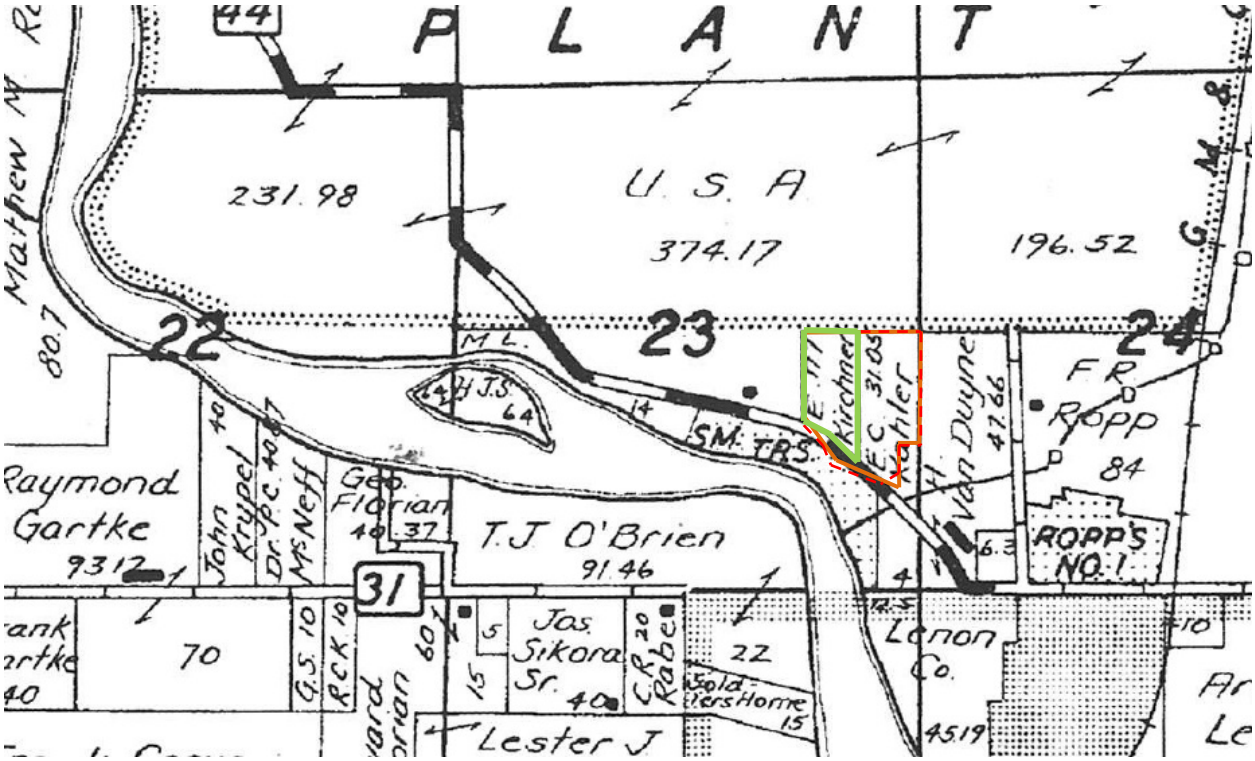


Figure 16: 1957 plat map (1862 property boundary in orange; 1873 property boundary in red; 1909-1910 property boundary in green)

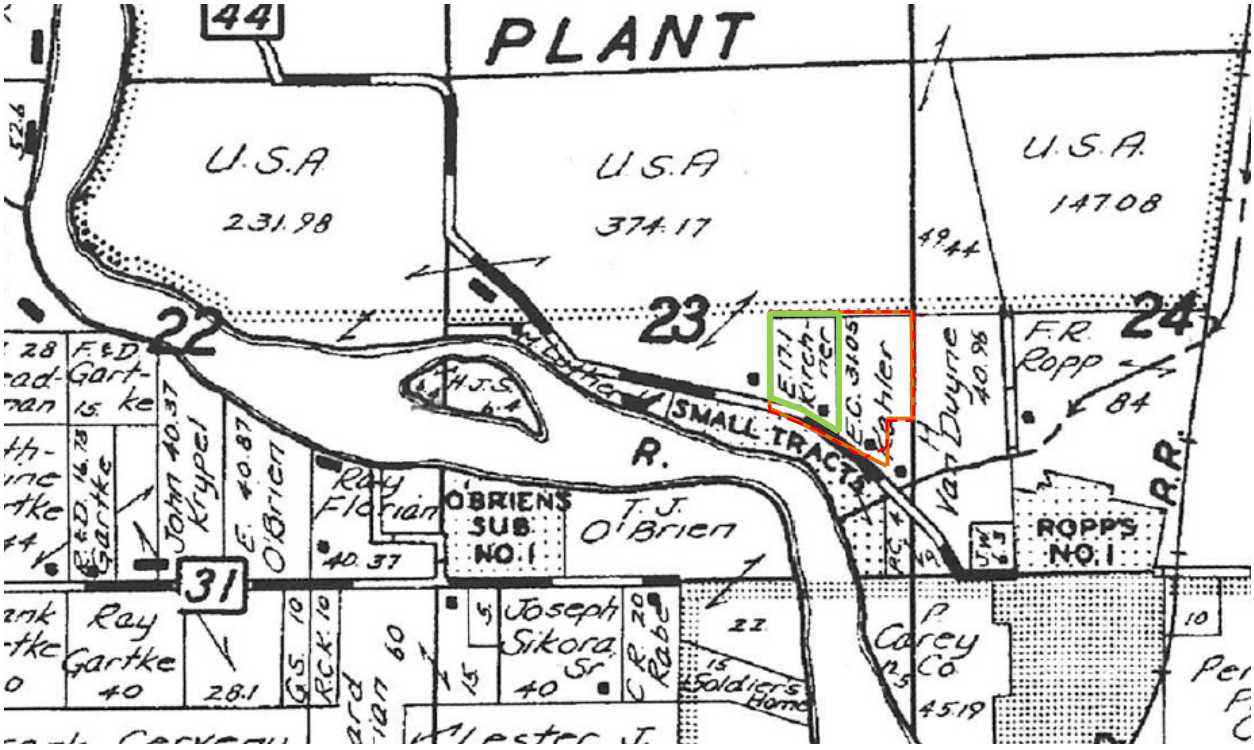


Figure 17: 1963 plat map (1862 property boundary in orange; 1873 property boundary in red; 1909-1910 property boundary in green)

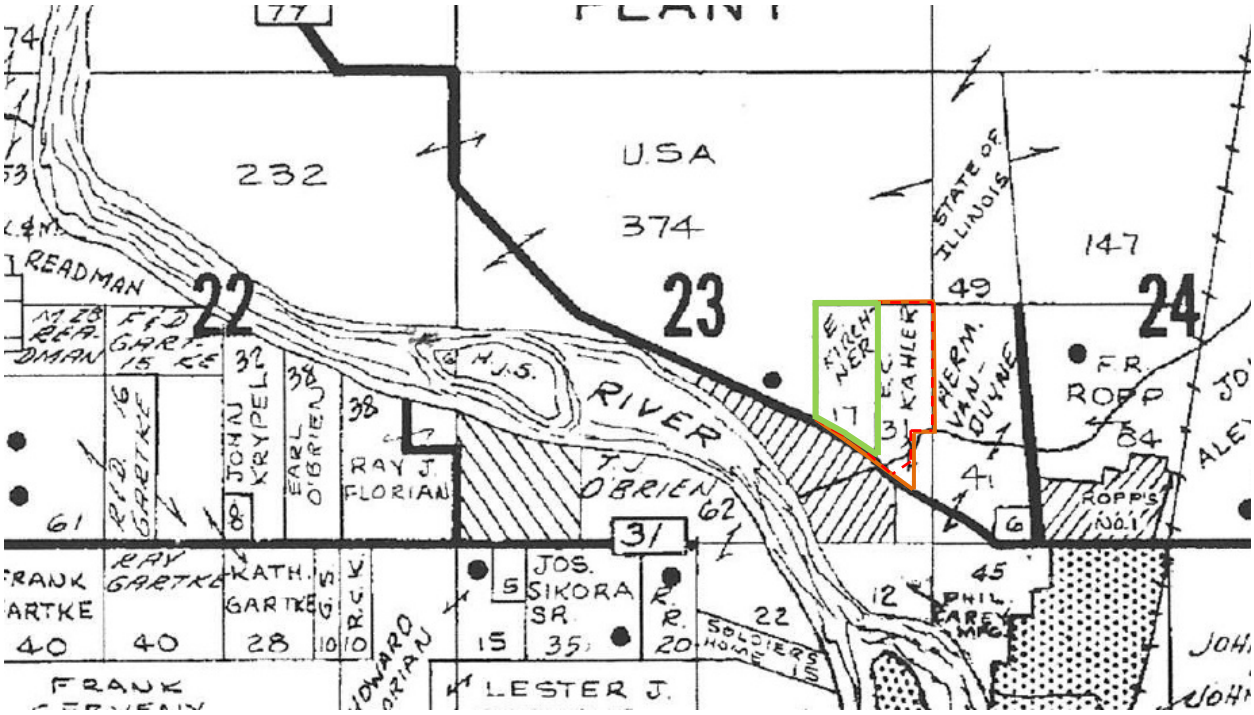


Figure 18: 1970 plat map (1862 property boundary in orange; 1873 property boundary in red; 1909-1910 property boundary in green)

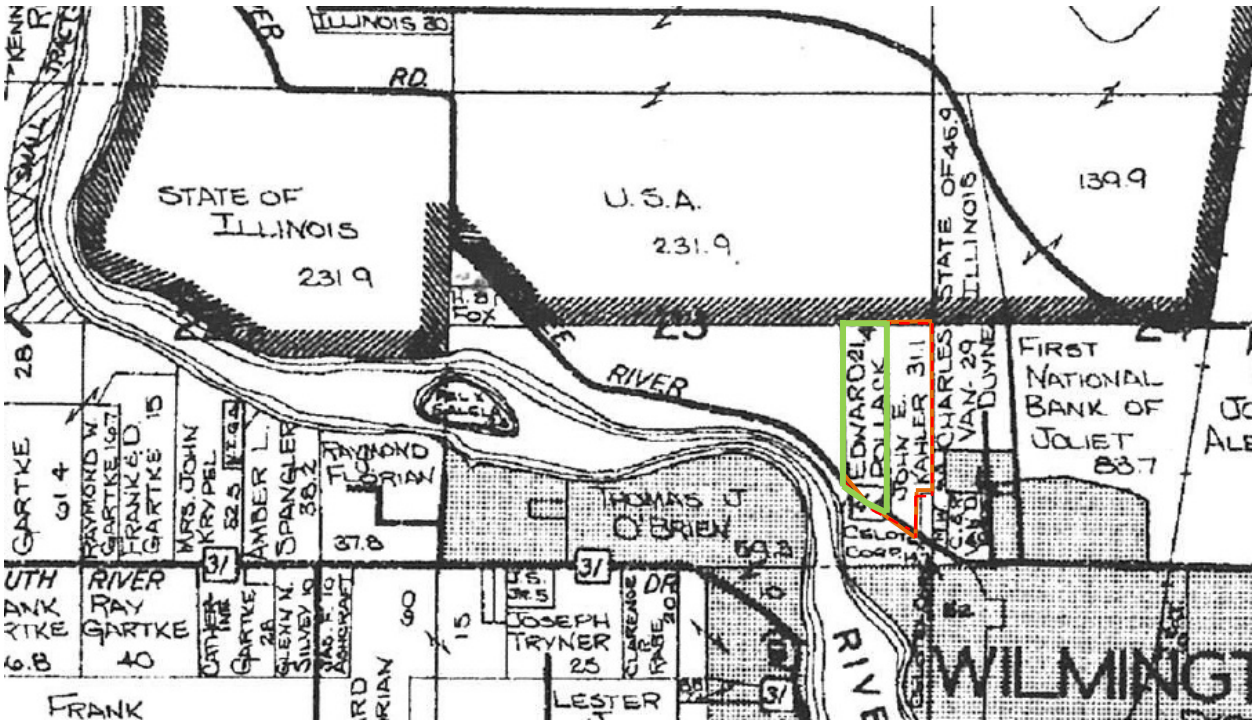


Figure 19: 1974 plat map (1862 property boundary in orange; 1873 property boundary in red; 1909-1910 property boundary in green)

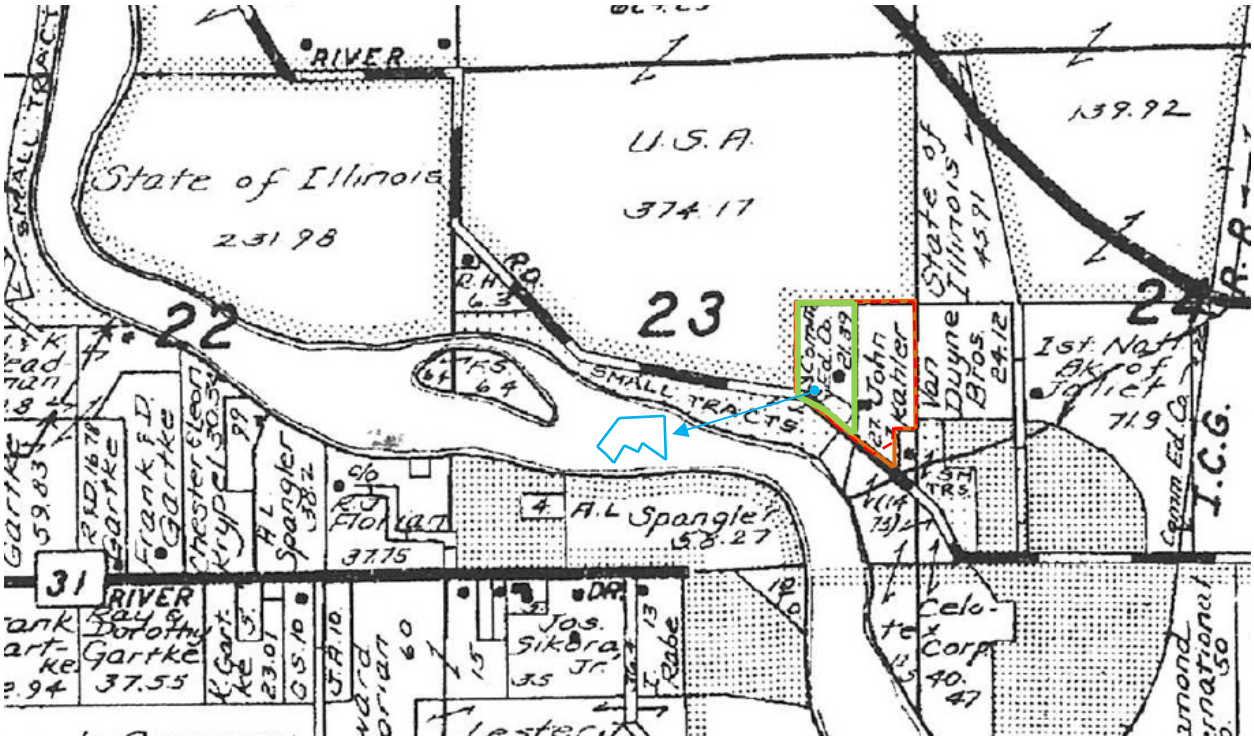


Figure 20: 1980 plat map (1862 property boundary in orange; 1873 property boundary in red; 1909-1910 property boundary in green; 1980 property boundary in blue and not-to-scale)

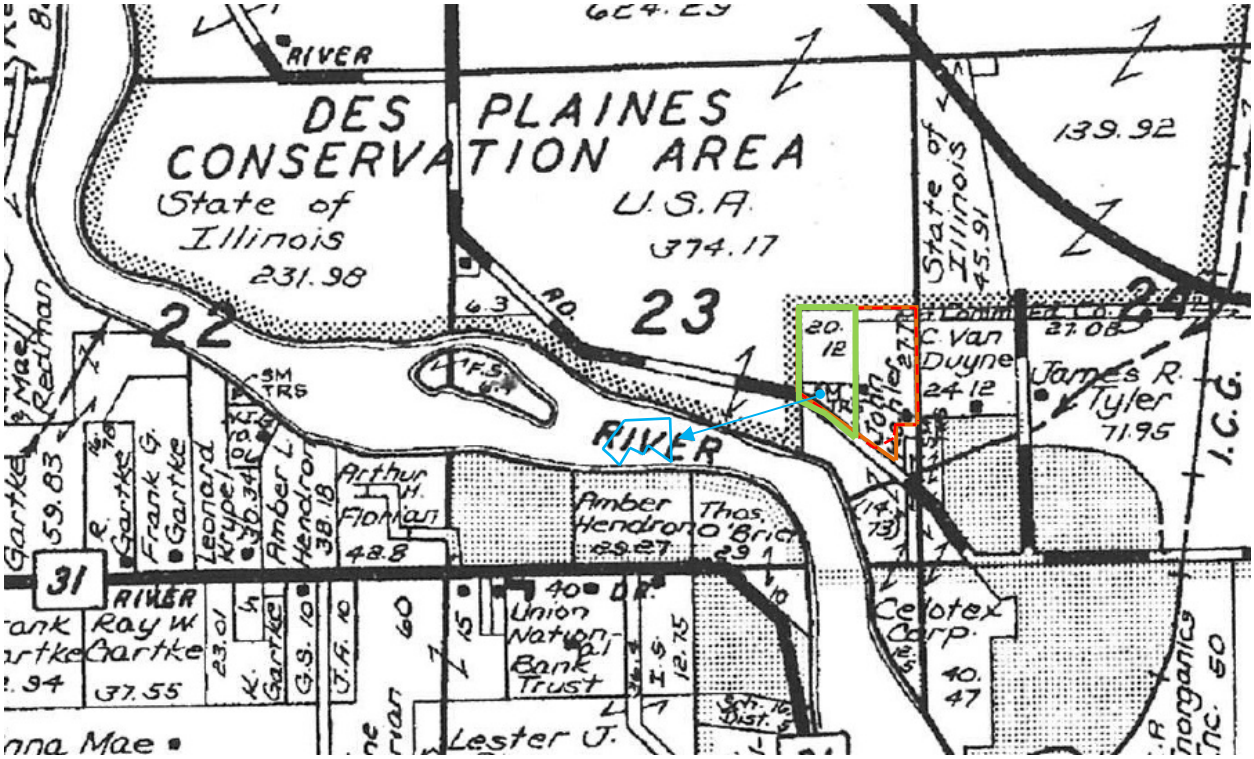


Figure 21: 1988 plat map (1862 property boundary in orange; 1873 property boundary in red; 1909-1910 property boundary in green; 1980 property boundary in blue and not-to-scale)

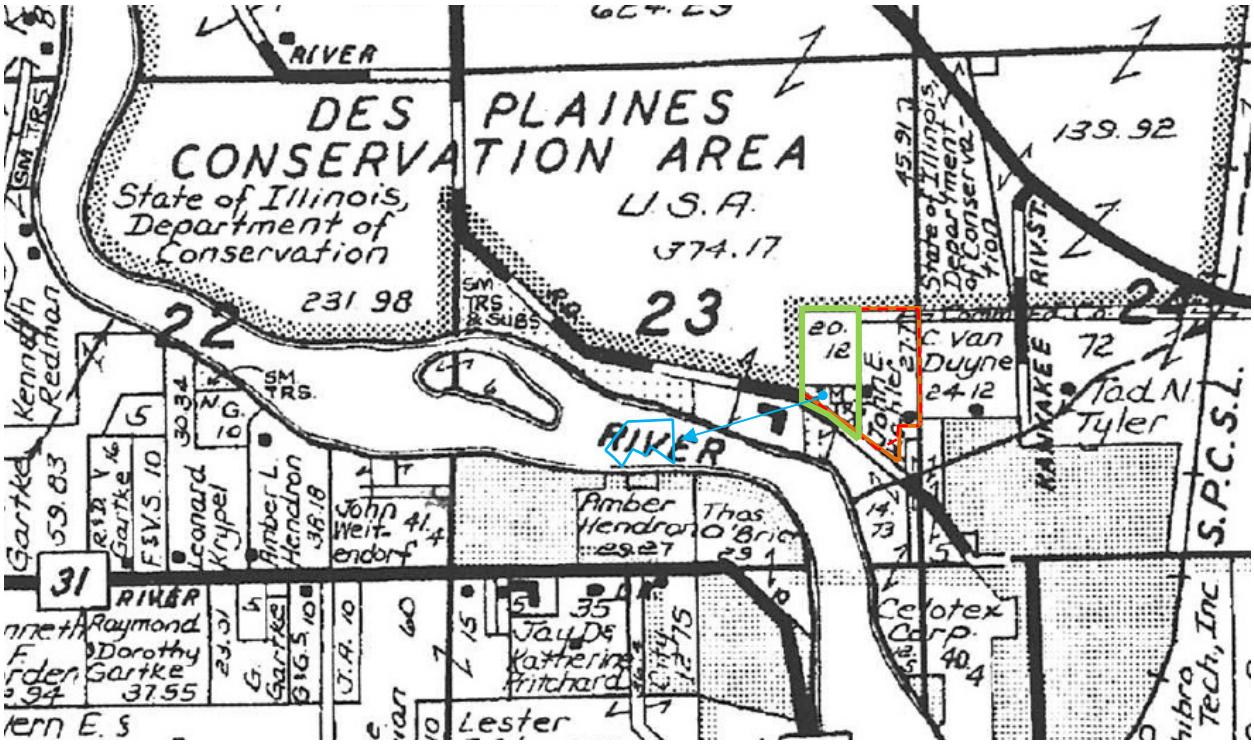


Figure 22: 1996 plat map (1862 property boundary in orange; 1873 property boundary in red; 1909-1910 property boundary in green; 1980 property boundary in blue and not-to-scale)

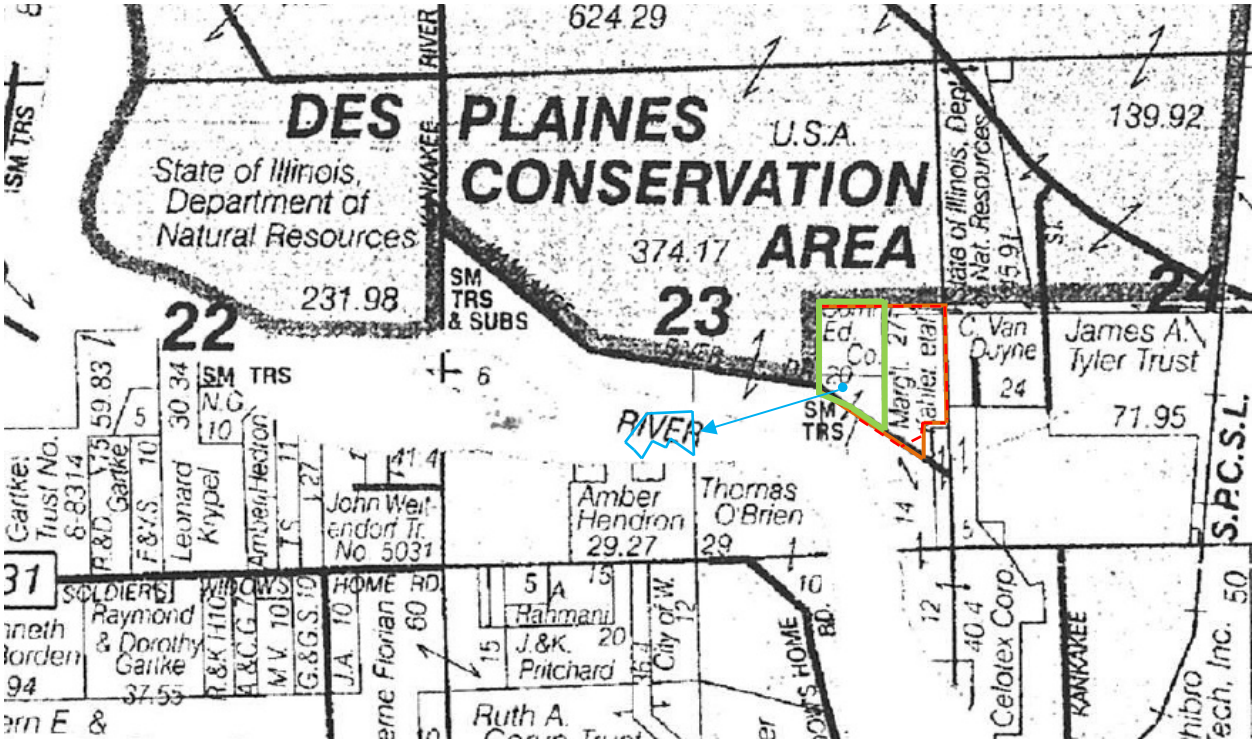


Figure 23: 2000 plat map (1862 property boundary in orange; 1873 property boundary in red; 1909-1910 property boundary in green; 1980 property boundary in blue and not-to-scale)

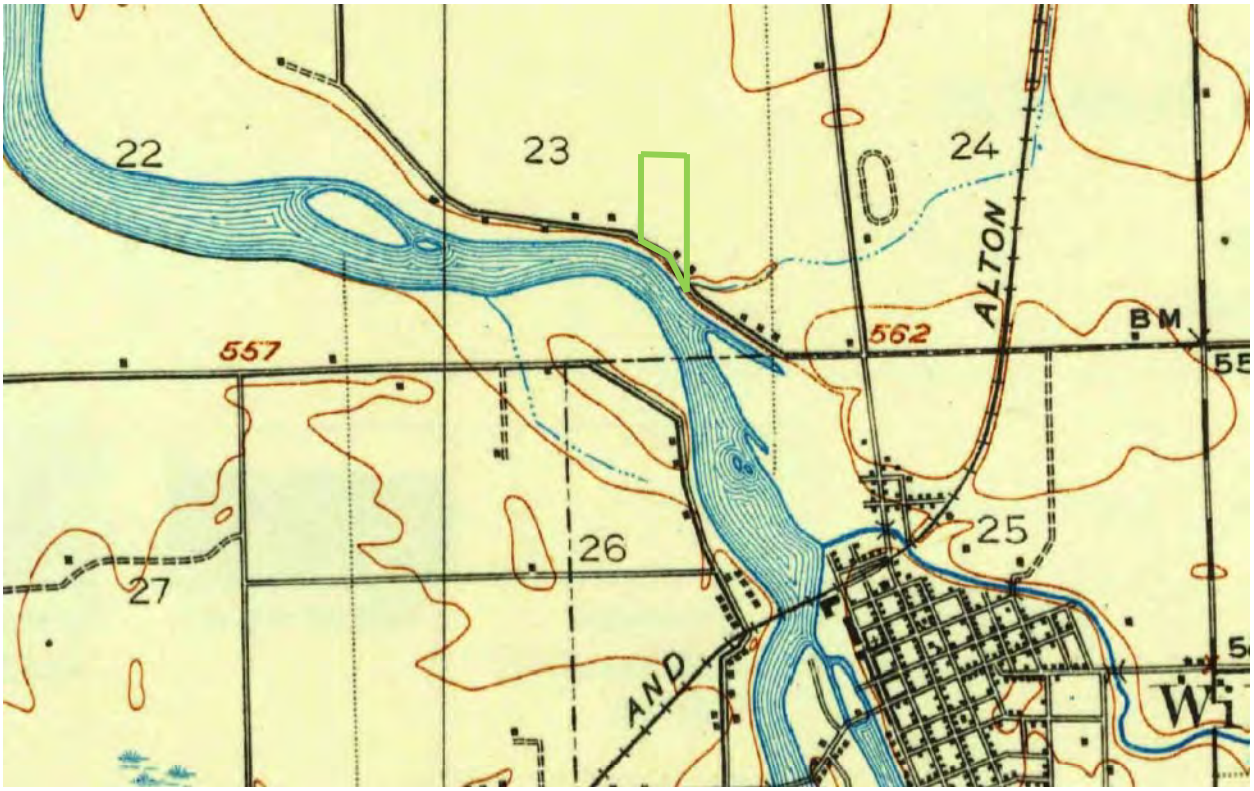


Figure 24: 1931 USGS topographic map with 1909-1910 property boundary in green

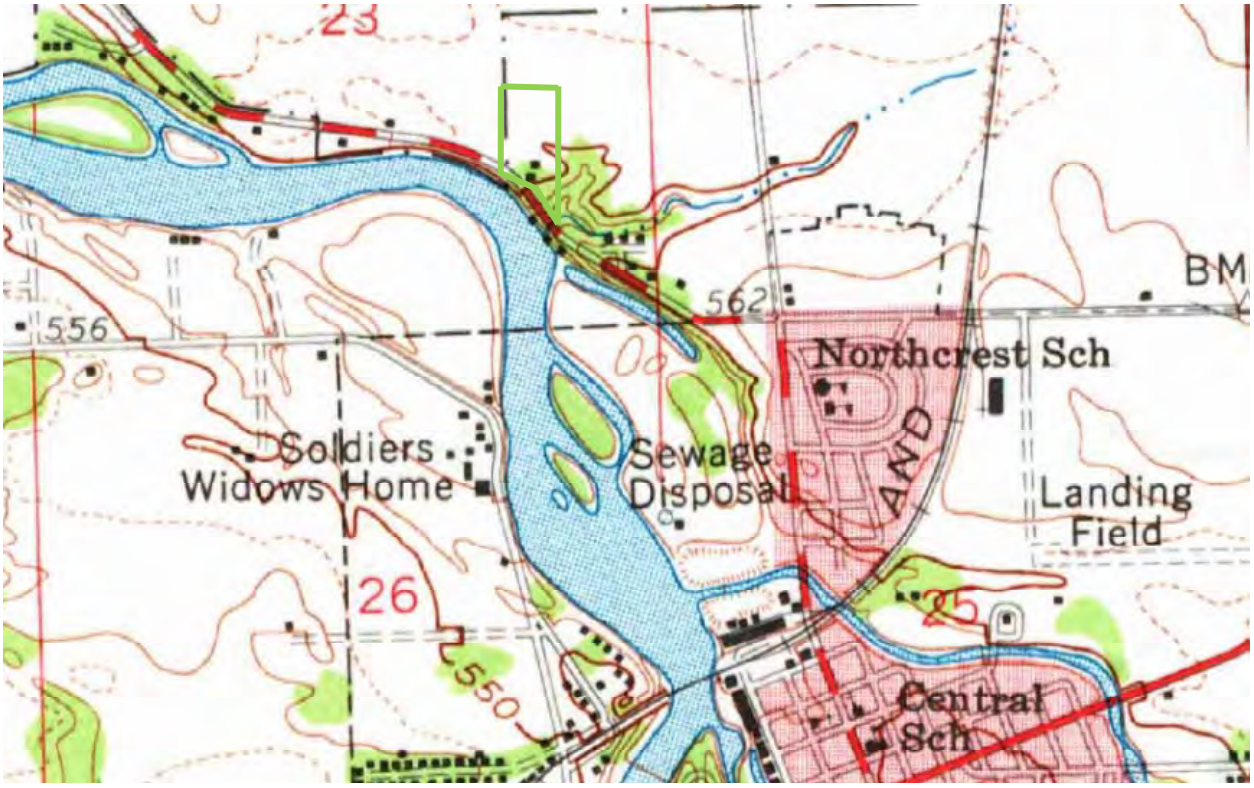


Figure 25: 1954 USGS topographic map with 1909-1910 property boundary in green

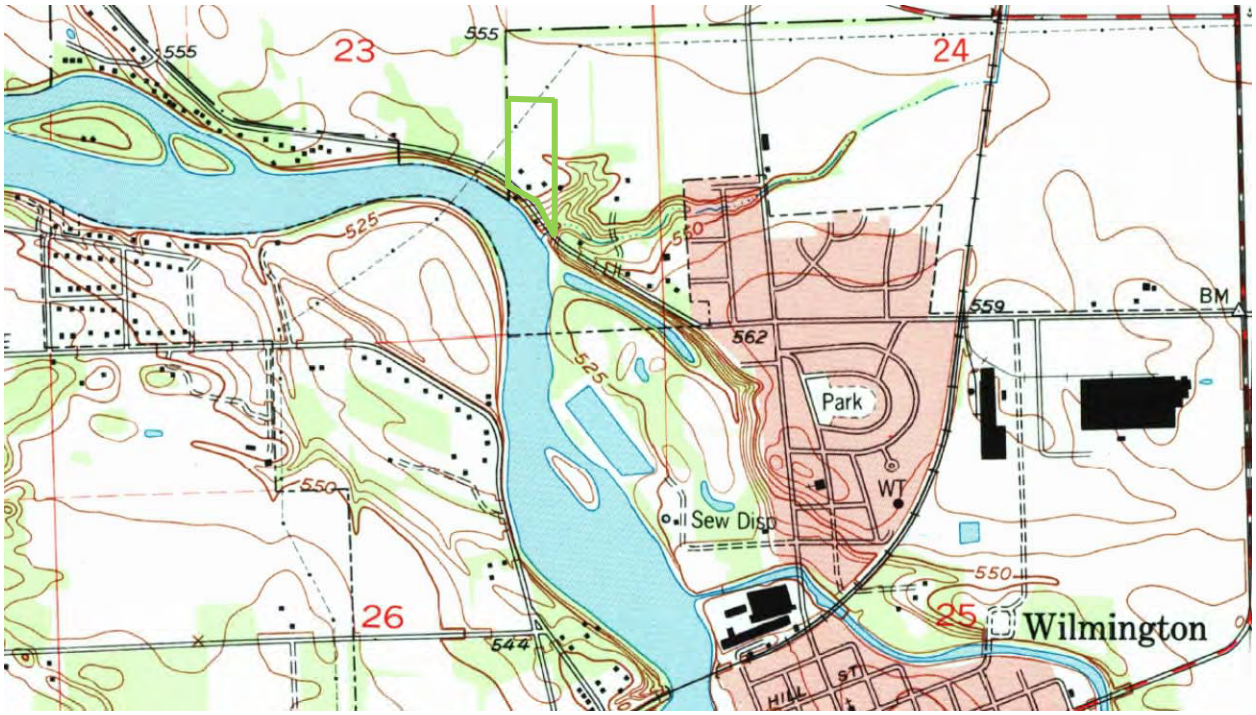


Figure 26: 1993 USGS topographic map with 1909-1910 property boundary in green; structure near west boundary is a non-historic house on a subdivided parcel


Figure 27: Facing southwest from south property boundary at Kankakee River Drive to Kankakee River

Figure 28: Facing south from south property boundary at Kankakee River Drive to Kankakee River

Figure 29: Facing southeast along Kankakee River Drive from south property boundary (Kankakee River at right off-camera)

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

201 W. Center Court
Schaumburg, Illinois 60196

100 N. Senate Avenue, #N642
Indianapolis, Indiana 46204

www.illianacorridor.org

Memorandum: Stone Farmstead NRHP Boundary Revision
November 7, 2013

Background

The Stone Farmstead's property boundary has experienced several changes and subdivisions since the farmhouse and smokehouse were first constructed in ca. 1860. The current tax parcel boundary is much smaller than the property boundary during its period of significance (1860) and as shown on historic plat maps (see figures 7-14). The property boundary was subdivided into several parcels, first in ca. 1909-1910 and then again in ca. 1980, and then expanded sometime between 2007 and 2012. The existing tax parcel boundary is irregular, with a north and south section connected by a thin tree line; it no longer resembles the original property boundary. The current tax parcel boundary contains the farmhouse, smokehouse, a non-historic garage, and non-historic shed while flanking subdivided parcels to the west contain non-historic residential buildings that were not originally part of the property boundary. The east flanking parcel contains the NRHP-eligible Andrew Markert House. The Andrew Markert House is significant under different criteria than the Stone Farmstead, as is its period of significance, and therefore, it is not included within the Stone Farmstead boundary. These residential buildings would not contribute to or adequately convey the significance of the Stone Farmstead if that property's NRHP boundary was delineated as the original property boundary. The current tax parcel boundary does not form a logical landscape to interpret the property's setting.

The proposed NRHP boundary would encompass those built and physical elements that convey the property's architectural and historical significance; and contribute to the property's integrity of setting, feeling, and association. The Stone Farmstead is eligible for inclusion in the NRHP under Criterion C as a local example of a former farmstead comprised of a limestone-clad gabled-ell farmhouse influenced by the Greek Revival style and a limestone-clad smokehouse. The house still conveys its original form and appearance. Additionally, the limestone-clad smokehouse is a good example of the type and retains its integrity of design, materials, and workmanship.

The NRHP Bulletin "Defining Boundaries for National Register Properties" was used as guidance in delineating the proposed NRHP boundary for the Stone Farmstead.

Land Use History

Plat maps, historic aerial photographs, current aerial imagery, and topographic maps were reviewed in delineating the proposed NRHP boundary for the Stone Farmstead; Sanborn Fire Insurance Maps were unavailable for this area. The 1939 aerial photograph shows four distinct tree lines delineating a northern field, separate from the southern portion containing the farmhouse and smokehouse (not visible in photo); these tree lines are intact today. The south

tree line forms the current south boundary of the northern acreage of the current tax parcel. The intervening vegetation has been altered; creating a tilled path between tree lines, in what was historically a prairie-like landscape. The tree clusters which surround the farm house and smoke house separate the structures from the north acreage of the current tax parcel. Those trees are visible in the 1939 photograph, and in the present. These consistent landscape features form a logical delineation for the proposed north NRHP boundary.

Land Use Ownership and History

Year	Ownership	Parcel Size (in acres)	Land Use
1862	F. Stone	60.83	Agricultural – Plat maps indicate a structure was located in the southwest corner of the property, near the current location of the Lynott Summer House.
1873	P.P. Stone	60.83	Agricultural
1893	George Markert & Emma Lins	60.83	Residential – farmstead and property part of Markert and Company Brewery. Farmhouse used as worker's quarters.
1909-1910	George Markert	34.81	Residential
1920s	George Markert	34.81	Residential
1940	E. C. Kahler	31.05	Residential – based on 1939 aerial imagery, the northern portion of the property appears to have been used as an agricultural field; mature trees and lawn surround the house and smokehouse.
1948	E. C. Kahler	31.05	Residential
1953	E. C. Kahler	31.05	Residential
1957	E. C. Kahler	31.05	Residential
1963	E. C. Kahler	31.05	Residential
1970	E.C. Kahler	31	Residential
1974	John E. Kahler	31.1	Residential
1980	John Kahler	27.7	Residential
1988	John Kahler	27.7	Residential
1996	John Kahler	27.7	Residential
2000	Marge Kahler	27	Residential
2013	Judith A. Sundine	17.70	Residential

Proposed NRHP Boundary

The proposed NRHP boundary would include the contributing farmhouse and smokehouse; the noncontributing garage and shed; and the property's historically significant views and viewsheds to and from the contributing house and smokehouse. The proposed NRHP boundary would follow the existing tree lines within the property and exclude the northern

agricultural area that does not contribute to the property's integrity of setting. The NRHP Bulletin "Defining Boundaries for National Register Properties" provides the following guidance:

- *Select boundaries to encompass but not exceed the extent of the significant resources and land areas comprising the property.*

- *Include all historic features of the property, but do not include buffer zones or acreage not directly contributing to the significance of the property.*

- *Exclude peripheral areas that no longer retain integrity due to alterations in physical conditions or setting caused by human forces, such as development, or natural forces, such as erosion.*

- *Include small areas that are disturbed or lack significance when they are completely surrounded by eligible resources. "Donut holes" are not allowed.*

- *Define a discontiguous property when large areas lacking eligible resources separate portions of the eligible resource*

The proposed NRHP boundaries would encompass the extent of significant resources and land area features, including the farmhouse, smokehouse, and mature trees and vegetation within the immediate and surrounding viewshed of the farmhouse and smokehouse. The boundary avoids inclusion of additional land not necessary to interpret the historic setting of the property, such as the subdivided parcels that were formerly part of the original property boundary and now contain non-historic houses, and the disconnected agricultural land north of the contributing buildings. Areas that have been altered but are part of the property's significant viewsheds have been included in the property boundary, specifically the noncontributing garage located north of the farmhouse and smokehouse, which is located in a historic viewshed. The guideline for a discontiguous property does not apply to this resource.

Figure 1: Facing northeast to south-facing facade

Figure 2: Facing southeast toward west side elevation and north rear elevation

Figure 3: Facing southwest to east side elevation and north rear elevation

Figure 4: Facing southeast to smokehouse

Figure 5: 1939 aerial photograph with property boundary in green

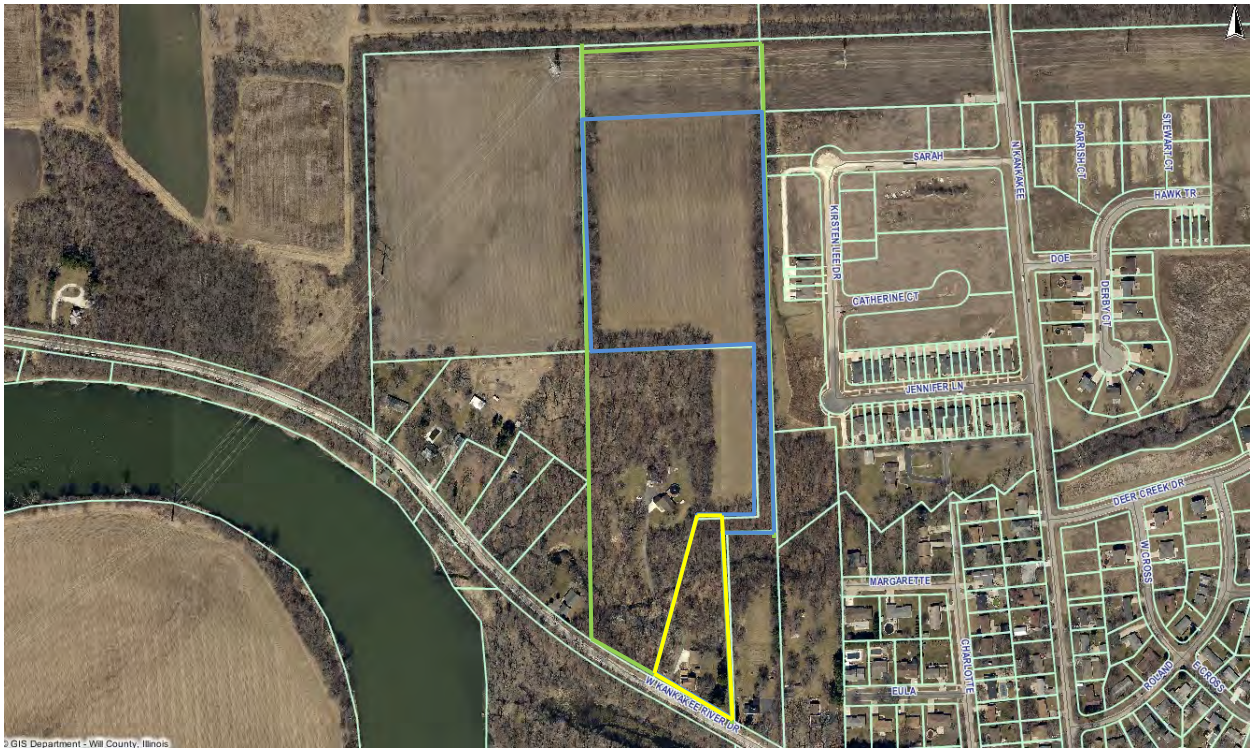


Figure 6: 2013 aerial photograph with 1939 property boundary in green, current tax parcel boundary in blue, and proposed NRHP boundary in yellow.

Figure 7: 1862 plat map (1862 property boundary in orange)

Figure 8: 1873 plat map (1862 property boundary in orange)

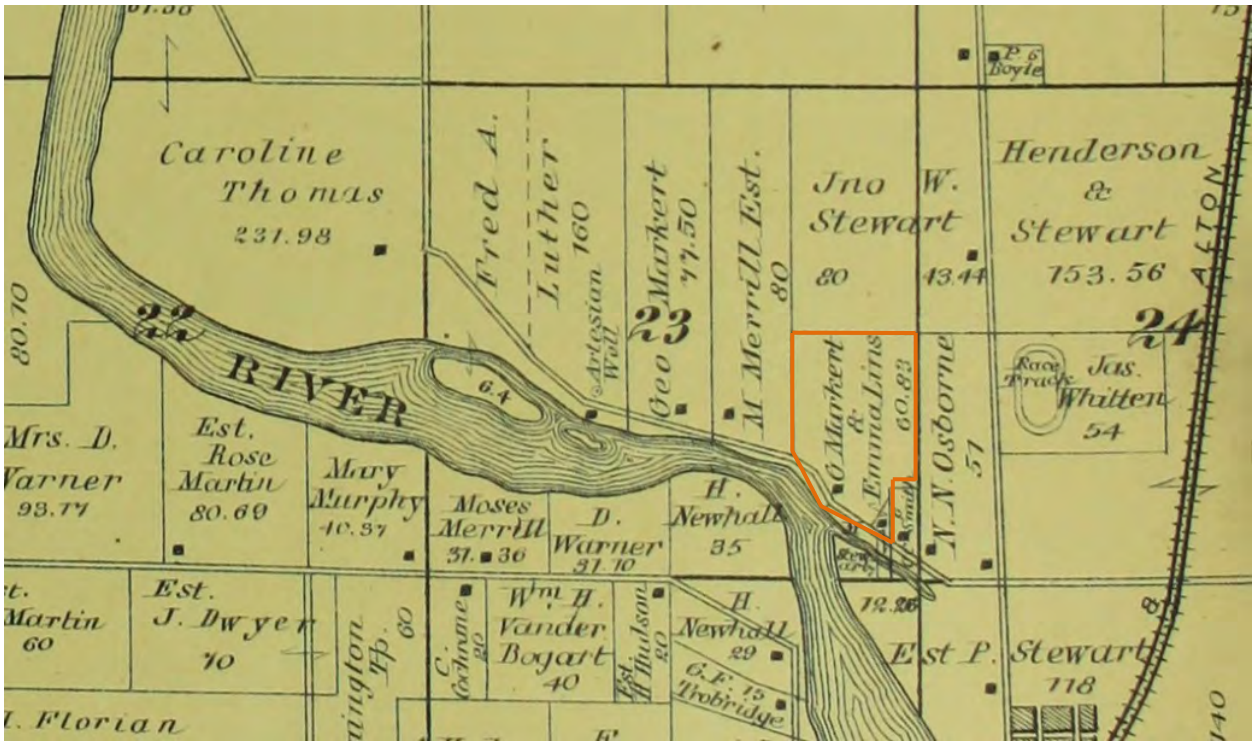


Figure 9: 1893 plat map (1862 property boundary in orange)

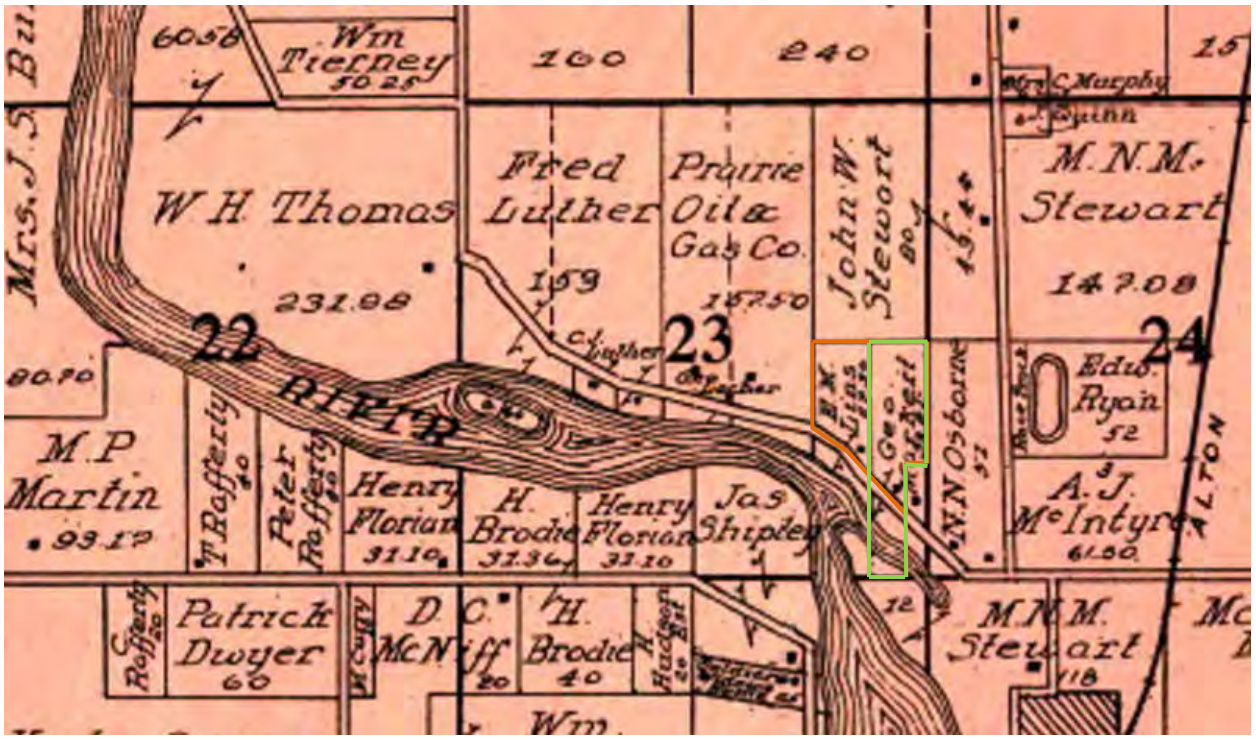


Figure 10: 1909-1910 plat map (1862 property boundary in orange; 1909-1910 property boundary in green)

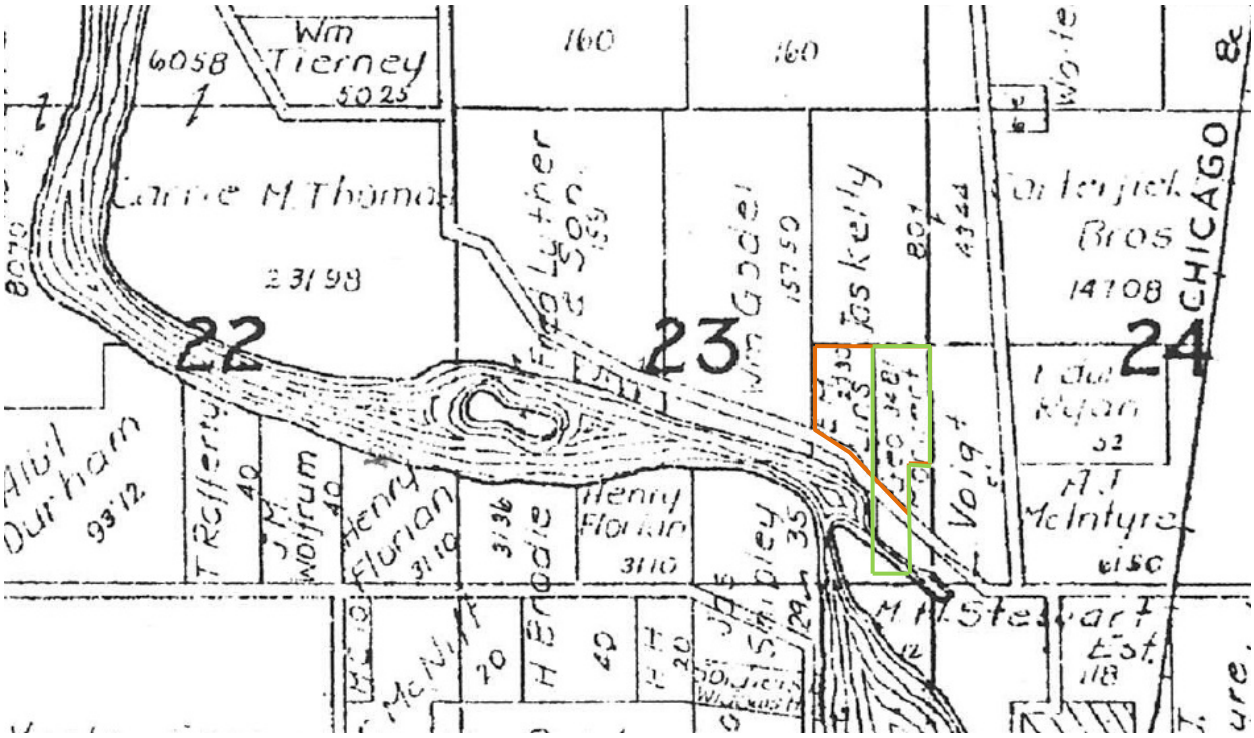


Figure 11: Circa 1920s plat map (1862 property boundary in orange; 1909-1910 property boundary in green)

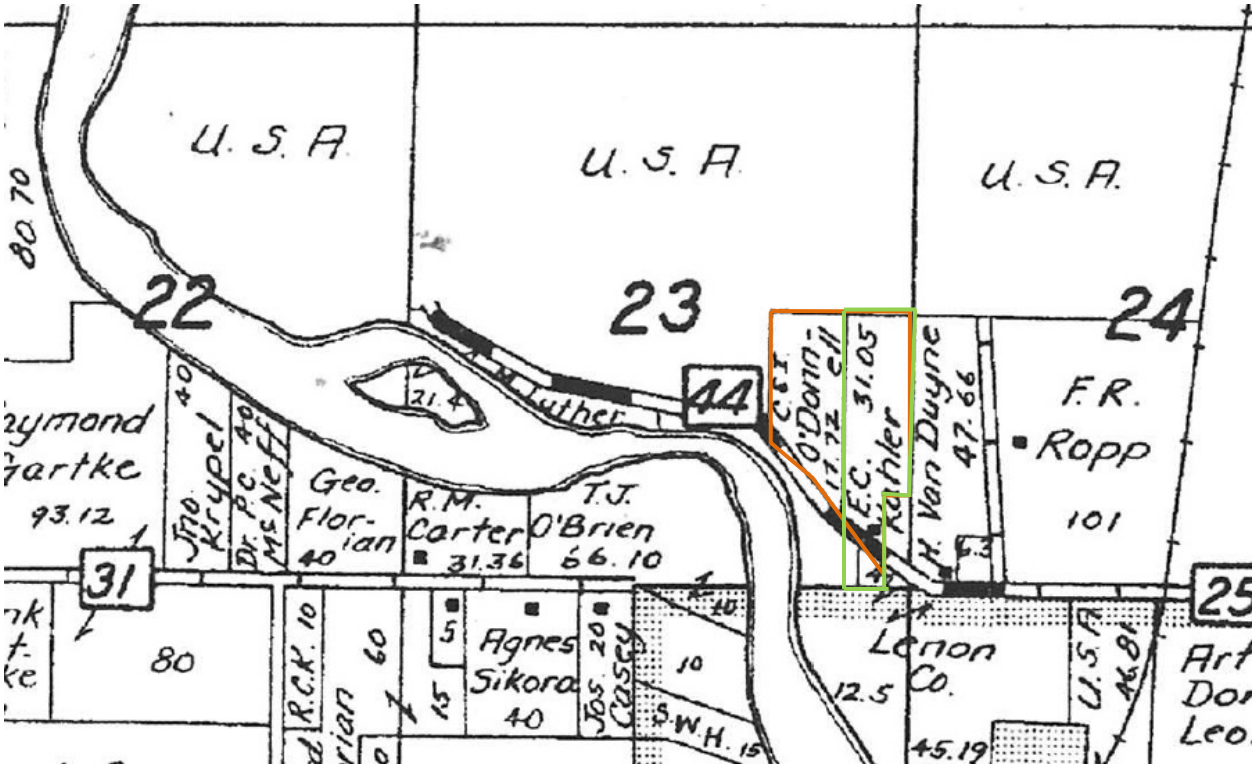


Figure 12: 1953 plat map (1862 property boundary in orange; 1909-1910 property boundary in green)

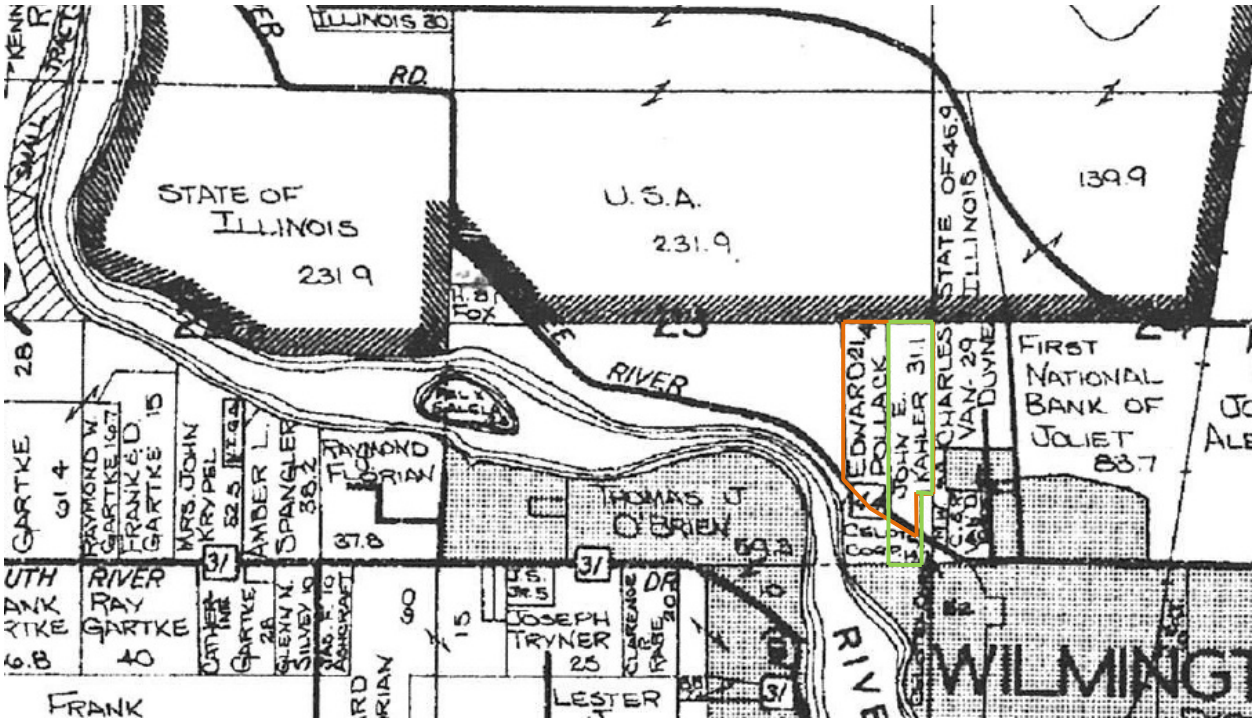


Figure 13: 1974 plat map (1862 property boundary in orange; 1909-1910 property boundary in green)

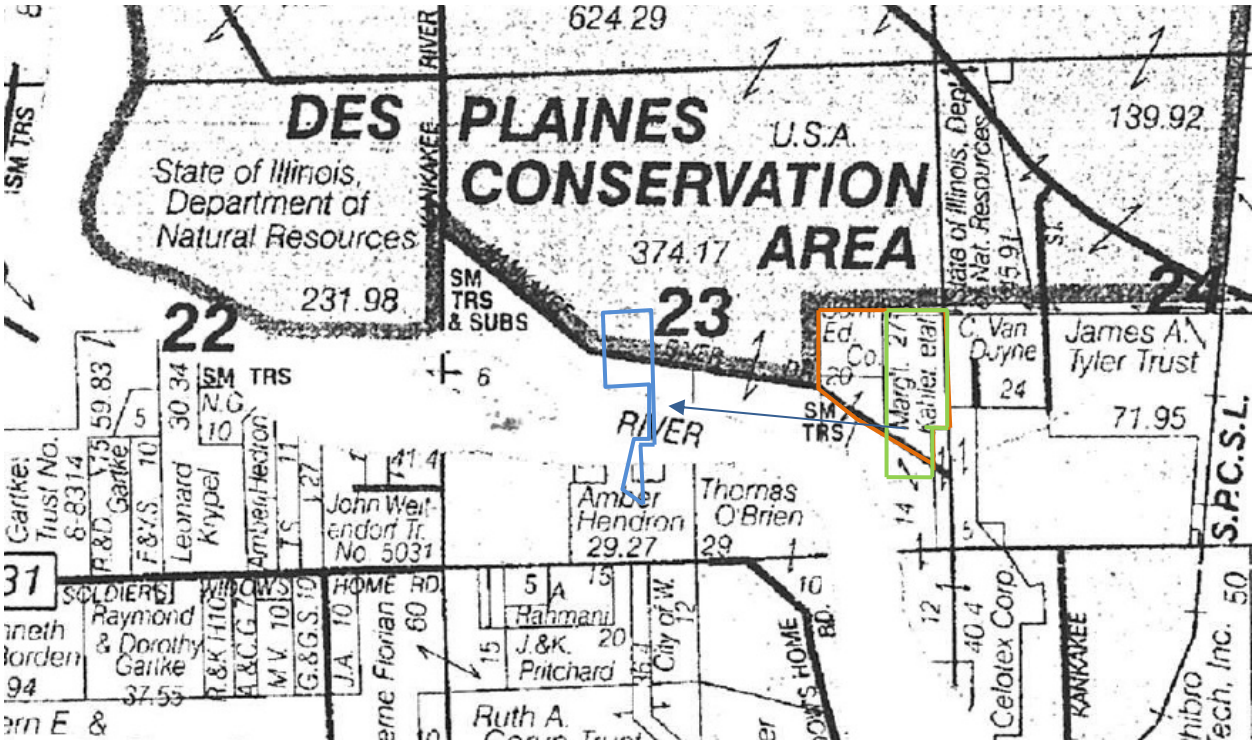


Figure 14: 2000 plat map (1862 property boundary in orange; 1909-1910 property boundary in green; 2013 tax parcel boundary in blue (not to scale))

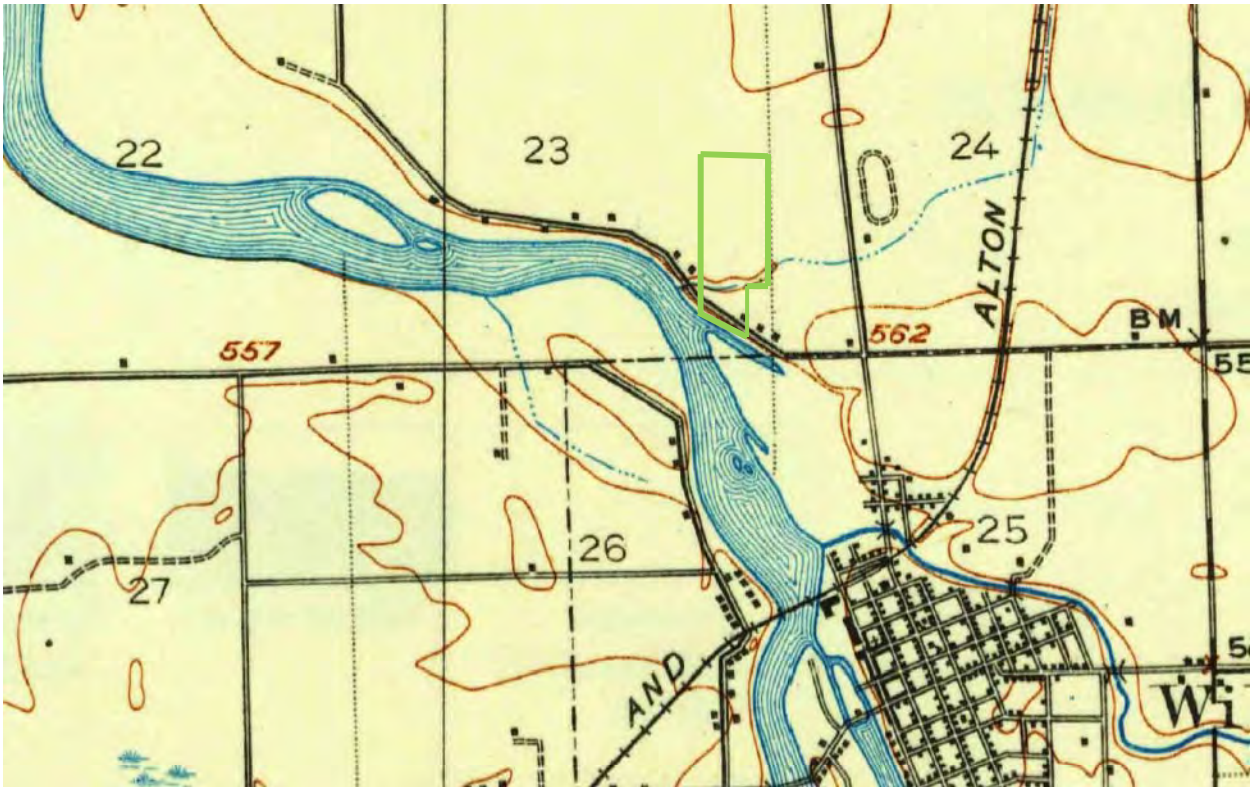


Figure 15: 1931 USGS topographic map with 1909-1910 property boundary in green

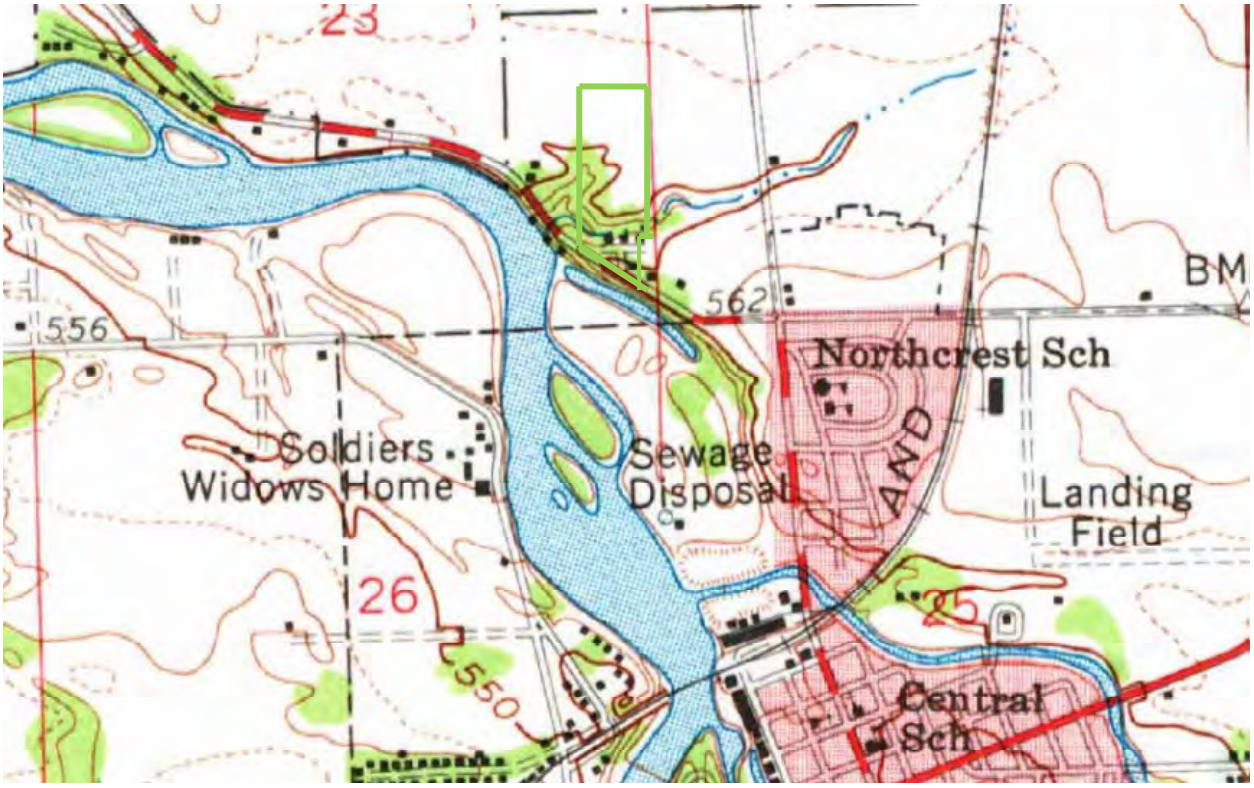


Figure 16: 1954 USGS topographic map with 1909-1910 property boundary in green

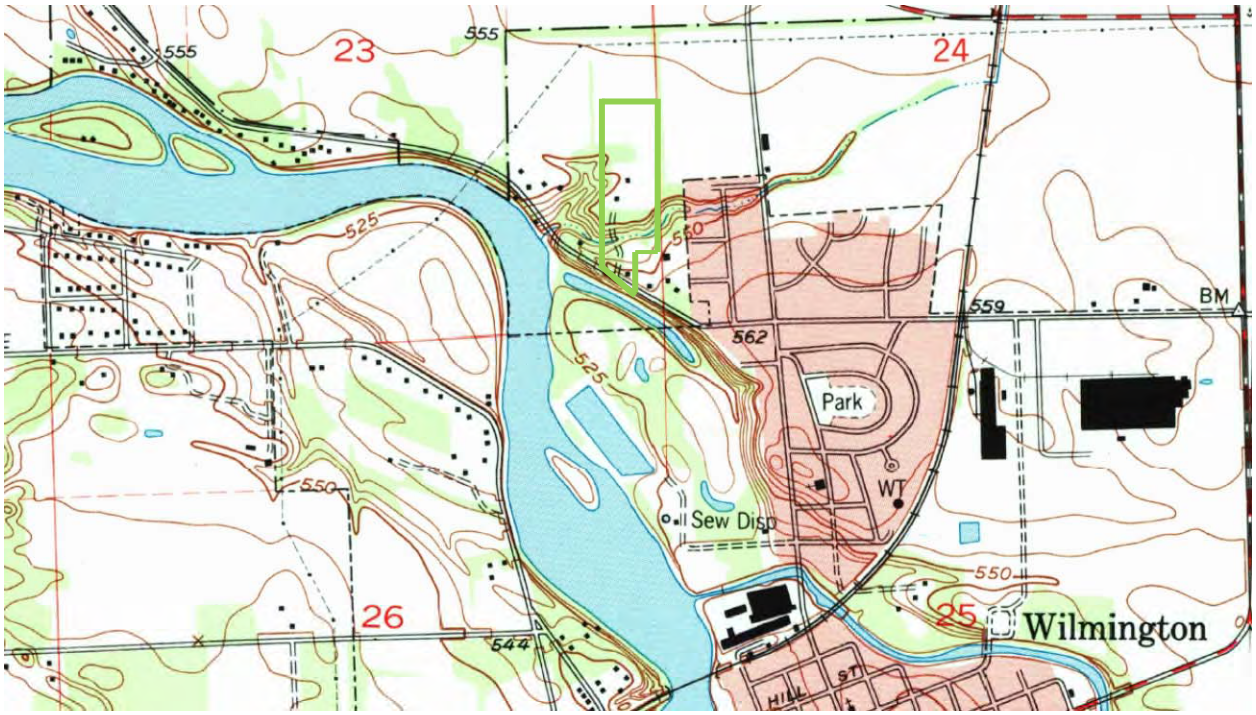


Figure 17: 1993 USGS topographic map with 1909-1910 property boundary in green; structure near west boundary is a non-historic house on a subdivided parcel


Figure 18: Facing northwest from property boundary at Kankakee River Drive to Kankakee River (at left)

Figure 19: Facing south from property boundary at Kankakee River Drive to Kankakee River

Figure 20: Facing southeast from property boundary at Kankakee River Drive to Kankakee River

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

201 W. Center Court
Schaumburg, Illinois 60196

100 N. Senate Avenue, #N642
Indianapolis, Indiana 46204

www.illianacorridor.org

Memorandum: Andrew Markert House NRHP Boundary Revision
November 7, 2013

Background

The Andrew Markert House's property boundary has not experienced many changes or subdivisions since the house was first constructed in ca. 1875. The current tax parcel boundary is closest in size to the property boundary during its period of significance (1875-1900) and as shown on historic plat maps (see figures 6-11). It appears to closely resemble its 1862 property boundary and has not substantially changed since that time; the existing tax parcel boundary closely resembles the original property boundary, which is conveyed through the tree lines (see figures 1-2). The current tax parcel boundary contains the house and two non-historic sheds. The current tax parcel boundary forms a logical landscape to interpret the property's setting as it is most similar to the parcel boundaries during its period of significance.

The proposed NRHP boundary would encompass those built and physical elements that convey the property's architectural and historical significance and contribute to the property's integrity of setting, feeling, and association. The Andrew Markert House is NRHP-eligible under Criterion A for its association with the Markert Company and Brewery and Wilmington's industrial development in the late nineteenth century, and under Criterion C as a local example of an Italianate-style house. The brewery was located on portions of the property, and was in operation from 1869-1900; it burned down in 1901. Although the brewery no longer remains, the extant Andrew Markert House retains sufficient integrity to convey this historic association.

The NRHP Bulletin "Defining Boundaries for National Register Properties" was used as guidance in delineating the proposed NRHP boundary for the Andrew Markert House.

Land Use History

Plat maps, historic aerial photographs, current aerial imagery, and topographic maps were reviewed in delineating the proposed NRHP boundary for the Andrew Markert House; Sanborn Fire Insurance Maps were unavailable for this area. The 1939 aerial photograph shows four distinct tree lines delineating northern and eastern fields, and dense vegetation separating the property from its neighbors. This parcel within the tree lines and containing the house and non-historic sheds, remains intact today.

Land Use Ownership and History

Year	Ownership	Parcel Size (in acres)	Land Use
1862	D.L.S.	Unknown	Residential – Plat maps indicate a structure was located in the southwest corner of the property; this structure may predate the Andrew Markert House.

1873	Unknown (possibly Andrew Markert)	Unknown	Residential – Plat maps indicate a structure was located in the southwest corner of the property; this structure may predate the Andrew Markert House.
1893	C. Smith	Unknown	Residential – May have been incorporated into the surrounding Markert and Company Brewery holdings around this time when the brewery was expanded.
1909-1910	George Markert	34.81	Residential – Appears to be part of the surrounding George Markert property.
1920s	George Markert	34.81	Residential – Appears to be part of the surrounding George Markert property.
1940	E. C. Kahler	Unknown	Residential
1948	E. C. Kahler	Unknown	Residential
1953	E. C. Kahler	Unknown	Residential
1957	E. C. Kahler	Unknown	Residential
1963	E. C. Kahler	Unknown	Residential
1970	E. C. Kahler	Unknown	Residential
1974	Small Tracts	3.53	Property was subdivided into a small tract, that closely follows the historic boundaries, separate from Stone Farmstead property.
1980	Small Tracts	3.53	Residential
1988	Small Tracts	3.53	Residential
1996	Small Tracts	3.53	Residential
2000	Small Tracts	3.53	Residential
2013	Nancy Madding	3.53	Residential

Proposed NRHP Boundary

The proposed NRHP boundary would include the contributing house, the noncontributing sheds, and the property's historically significant views and viewsheds to and from the house. The proposed NRHP boundary would follow the existing tax parcel, which appears to be similar in size to the boundary at its construction, when it was built and lived in by Andrew Markert. The NRHP Bulletin "Defining Boundaries for National Register Properties" provides the following guidance:

- *Select boundaries to encompass but not exceed the extent of the significant resources and land areas comprising the property.*

- *Include all historic features of the property, but do not include buffer zones or acreage not directly contributing to the significance of the property.*

- *Exclude peripheral areas that no longer retain integrity due to alterations in physical conditions or setting caused by human forces, such as development, or natural forces, such as erosion.*

- *Include small areas that are disturbed or lack significance when they are completely surrounded by eligible resources. "Donut holes" are not allowed.*

- *Define a discontiguous property when large areas lacking eligible resources separate portions of the eligible resource*

The proposed NRHP boundaries would encompass the extent of significant resources and land area features, including the house and mature trees and vegetation within the immediate and surrounding viewshed of the house. The boundary avoids inclusion of additional land not necessary to interpret the historic setting of the property. The guideline for a discontiguous property does not apply to this resource.

Figure 1: Facing northwest to south-facing facade.

Figure 2: Facing northeast to south-facing facade and west side elevation

Figure 3: Facing south to north rear elevation

Figure 4: 1939 aerial photograph with property boundary in green, Markert House at lower right (not visible)

Figure 5: 2013 aerial photograph with 1939 property boundary; current tax parcel and proposed NRHP boundary in yellow.

Figure 6: 1862 plat map (1862 property boundary in red)

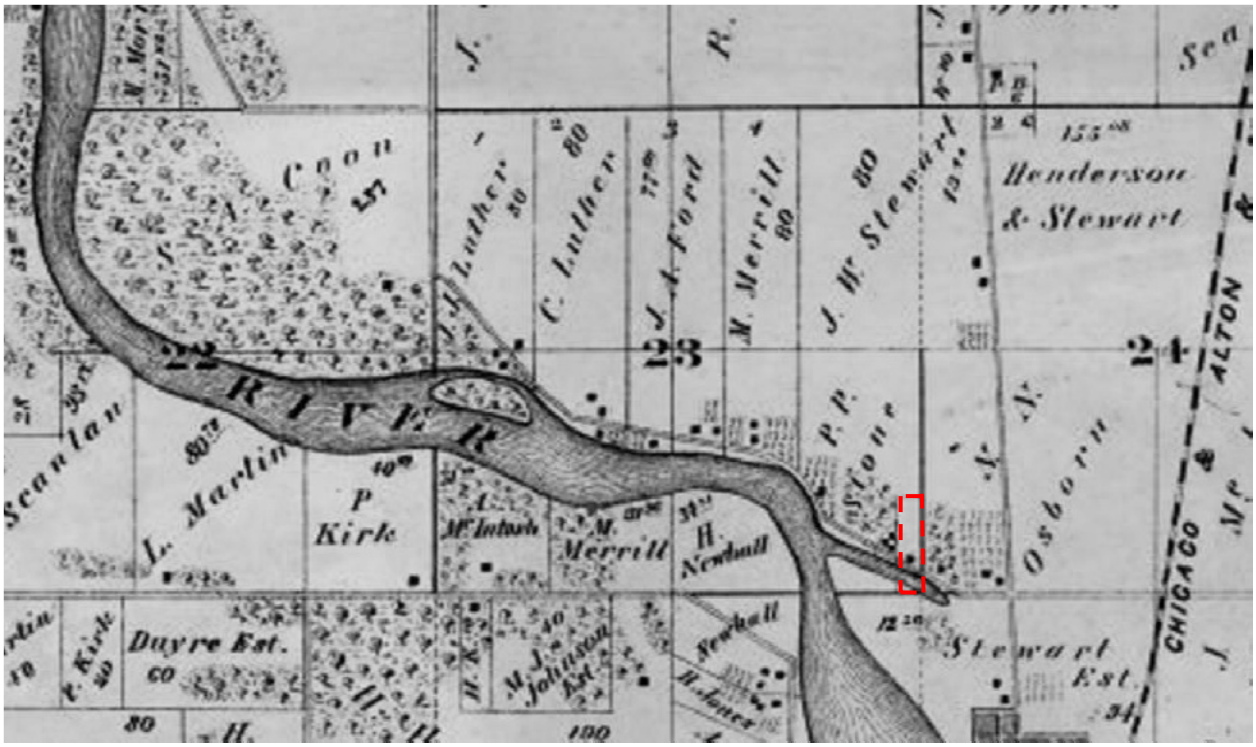


Figure 7: 1873 plat map (1862 property boundary in red)

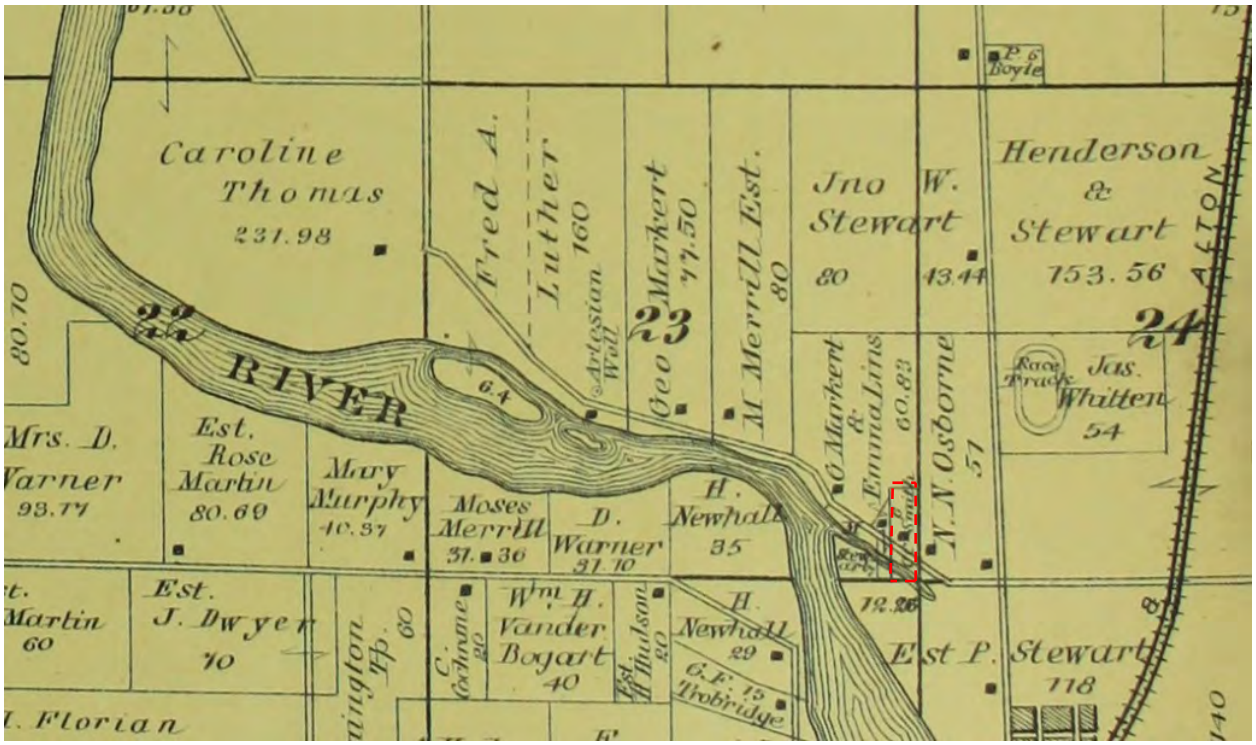


Figure 8: 1893 plat map (1862 property boundary in red)

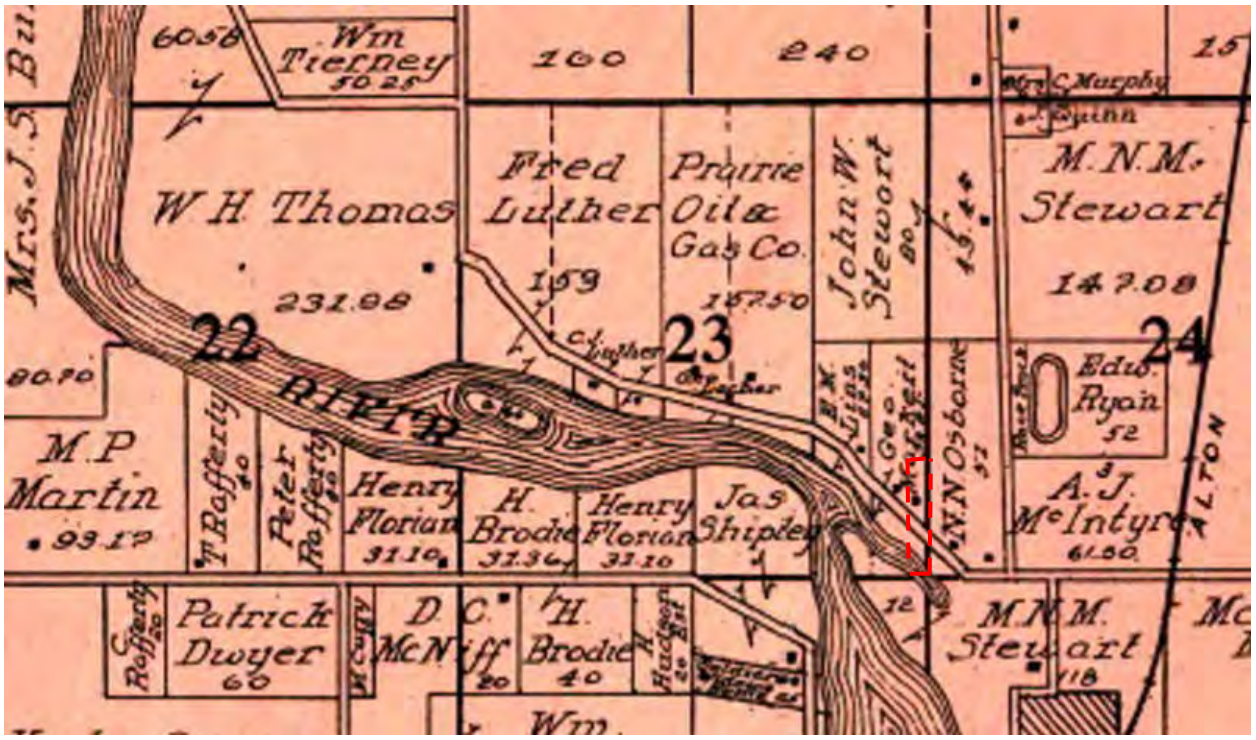


Figure 9: 1909-1910 plat map (1862 property boundary in red)

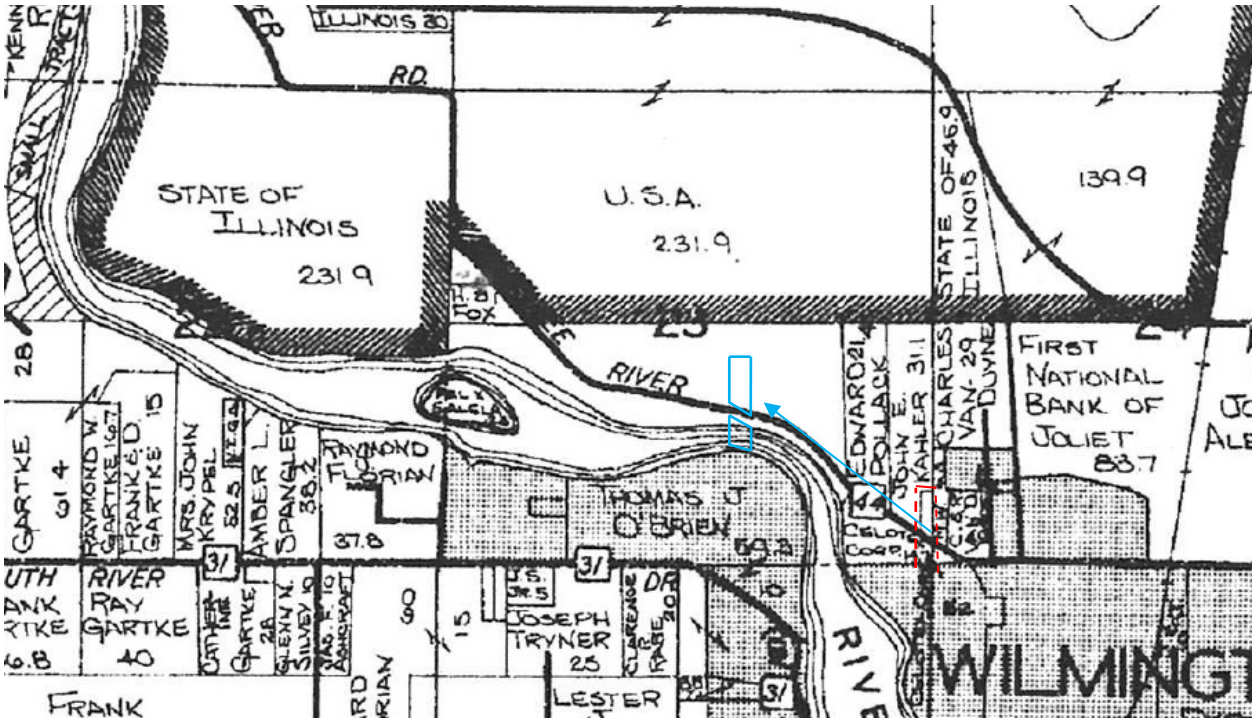


Figure 10: 1974 plat map (1862 property boundary in red; 1974 property boundary in blue (not to scale))

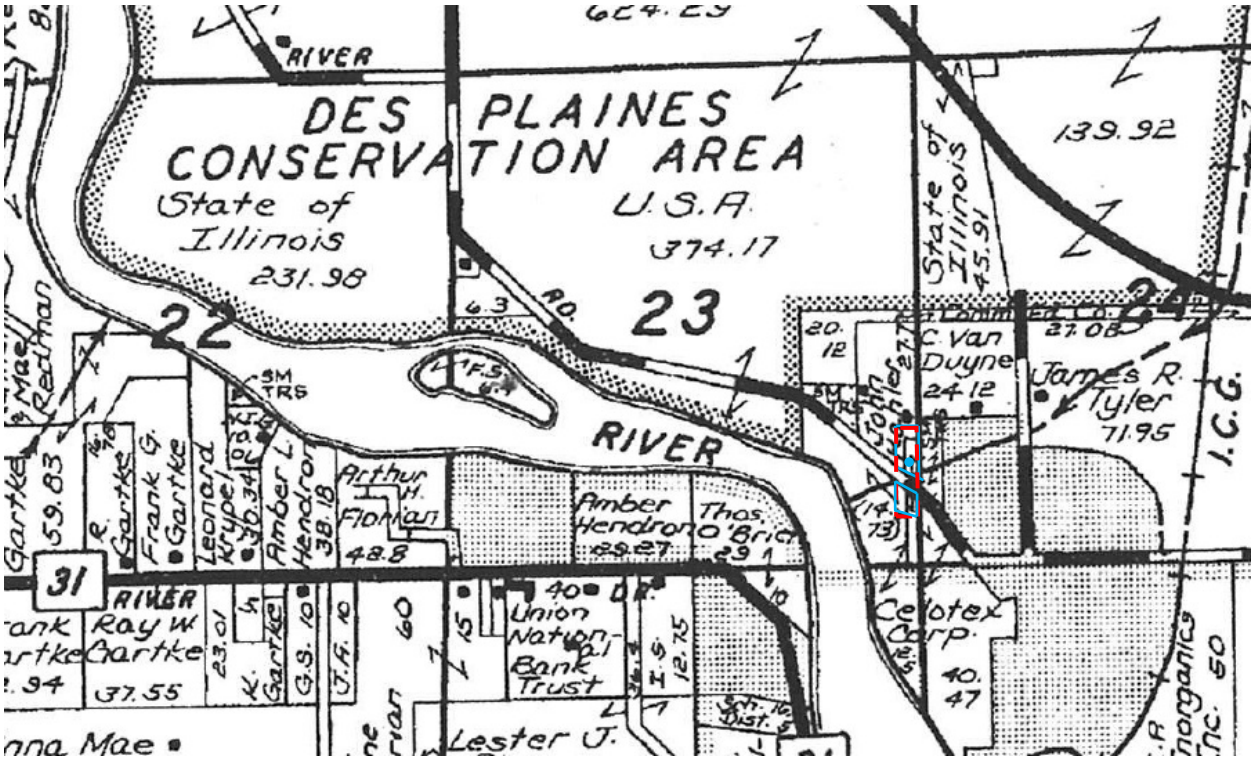


Figure 11: 1988 plat map (1862 property boundary in red; 1974 property boundary in blue

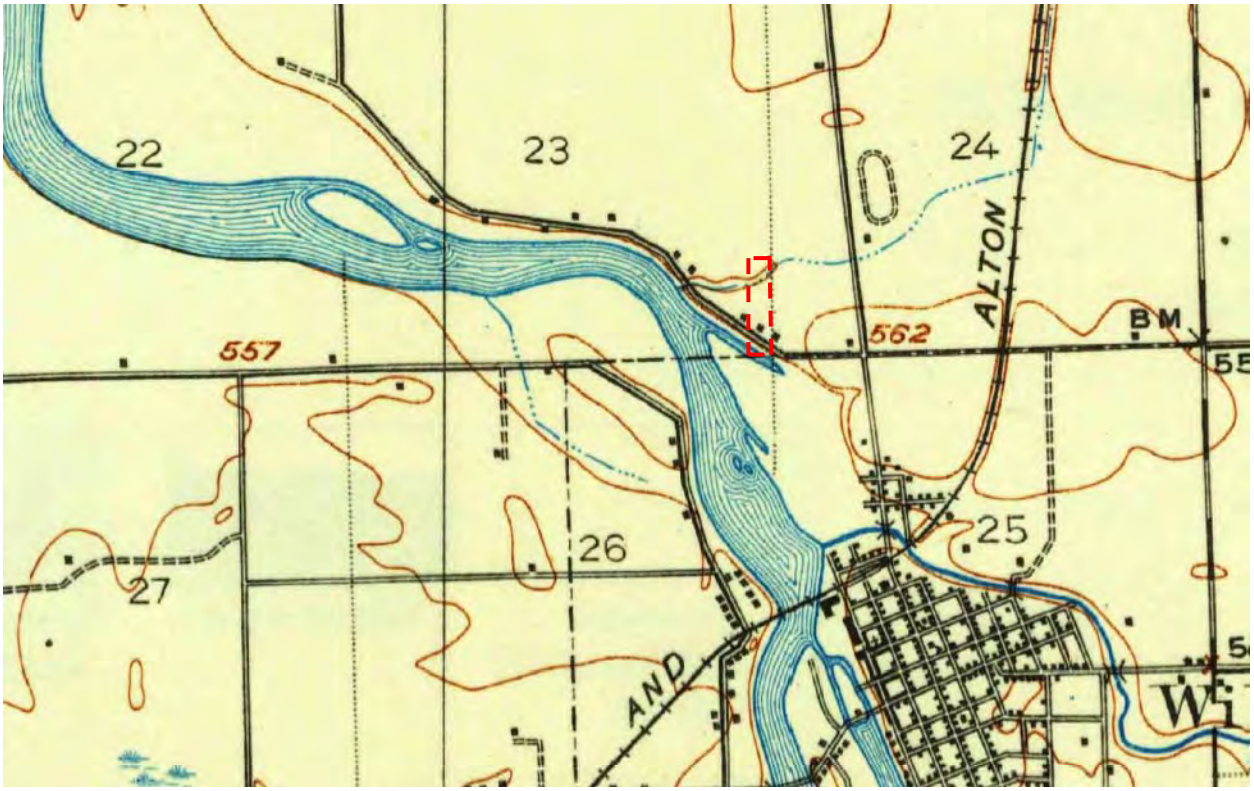


Figure 13: 1931 USGS topographic map with 1862 property boundary in red

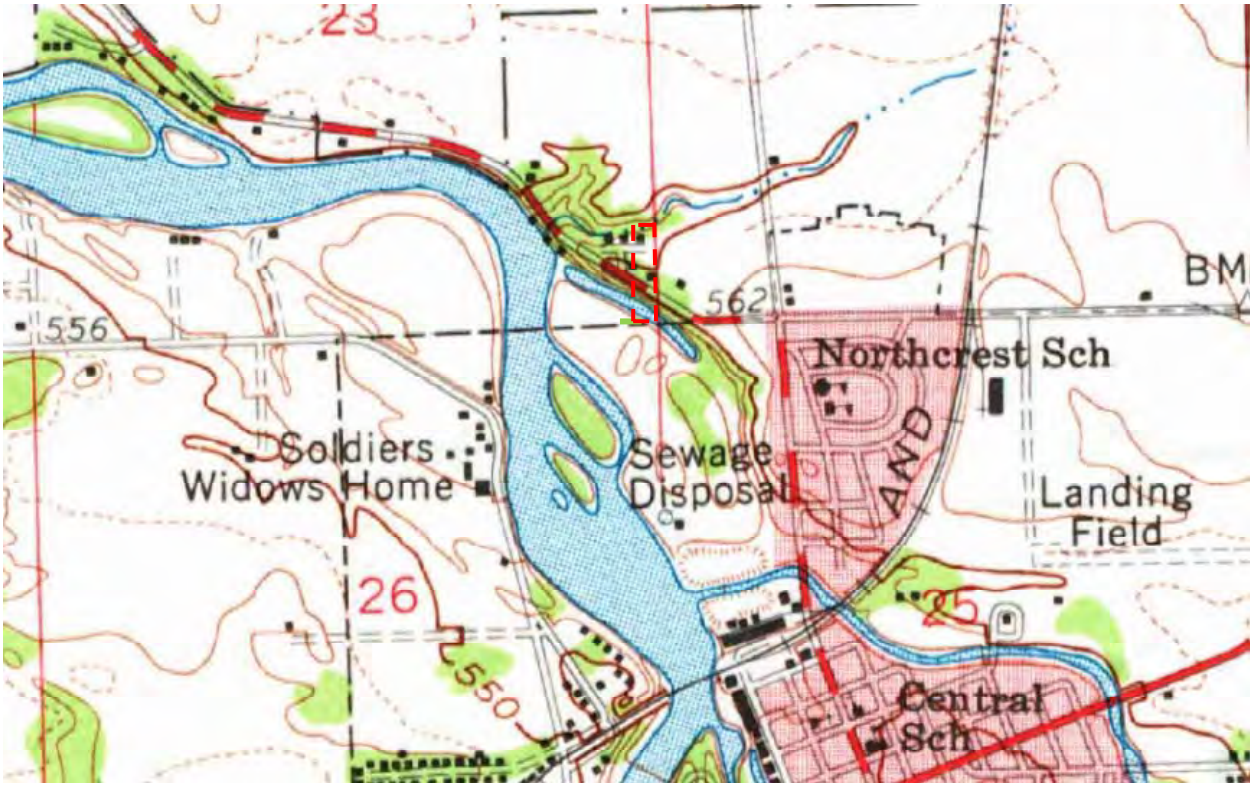


Figure 14: 1954 USGS topographic map with 1862 property boundary in red

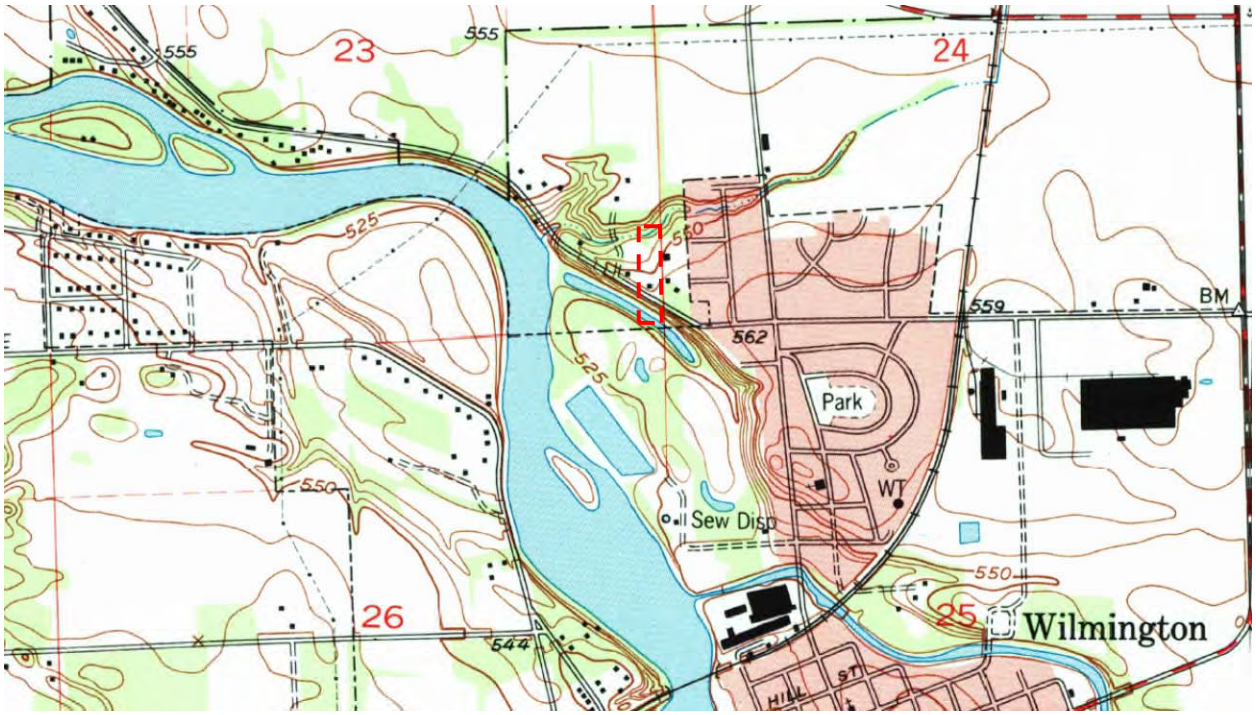


Figure 15: 1993 USGS topographic map with 1862 property boundary in red


Figure 16: Facing northwest from property boundary at Kankakee River Drive; Kankakee River at left, Stone Farmstead visible at right

Figure 17: Facing south from property boundary at Kankakee River Drive to Kankakee River